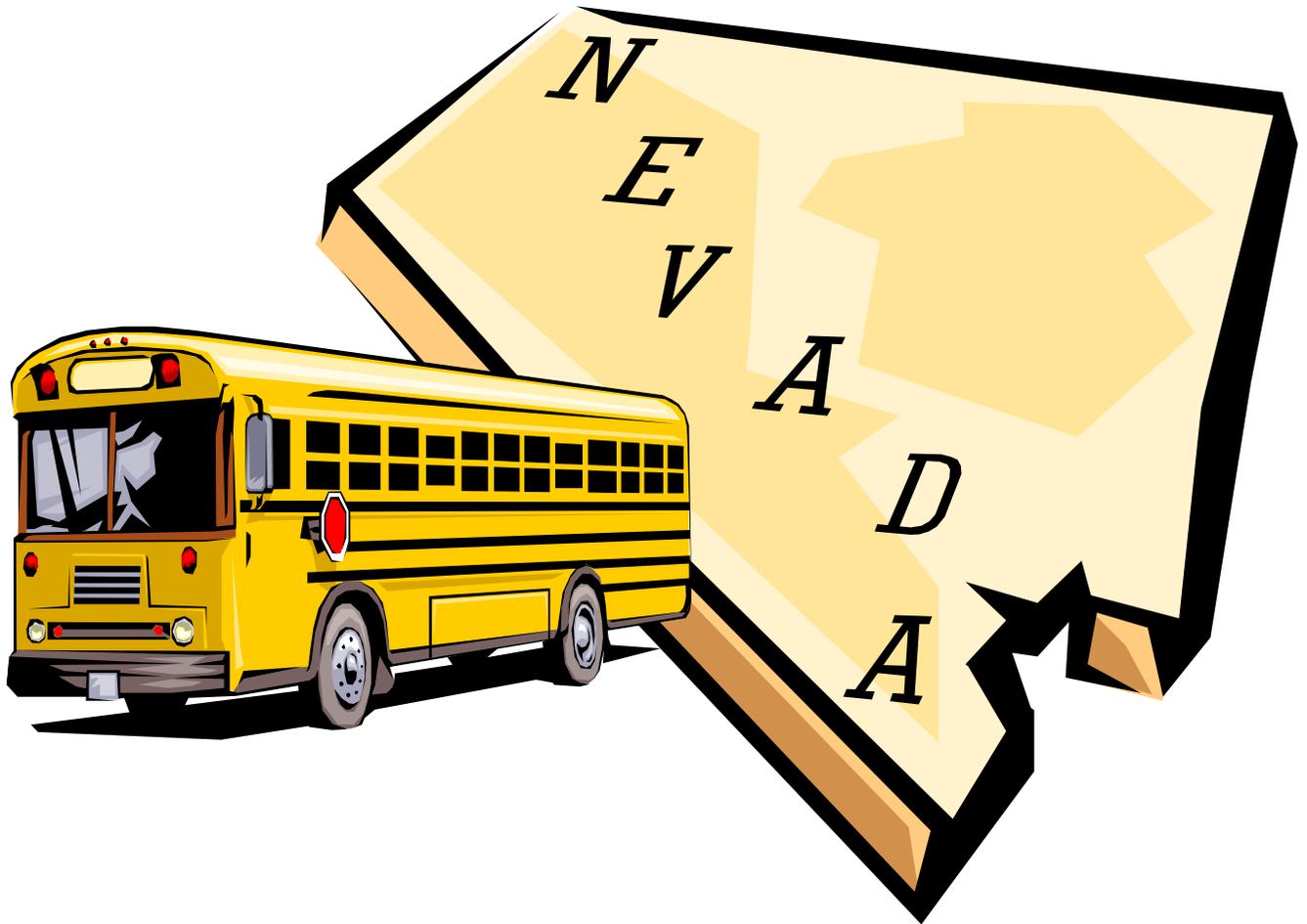




State of Nevada
DEPARTMENT OF
EDUCATION



**SCHOOL BUS DRIVER
TRAINING MANUAL**
Revised 2012

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Nevada State Board for Career and Technical Education

2012 - 2013
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The Nevada State Board of Education-Nevada State Board for Career and Technical Education is dedicated to fostering excellent educational opportunities provided to all learners by sustaining a coherent, aligned system of instruction and support in partnership with all educational communities.

PURPOSE

The purpose of the Nevada School Bus Driver Training Manual is to provide a statewide training manual for all school bus drivers in Nevada. The manual was compiled in 1999, and approved during the June 1999 State Board of Education meeting. It has been revised and approved by the State Board of Education during the May 19, 2002, May 17, 2003, June 18, 2004, June 17, 2005, June 29, 2007, June 14 and 15, 2008, August 14, 2009, August 11 & 12, 2010 and June 1-2, 2012.

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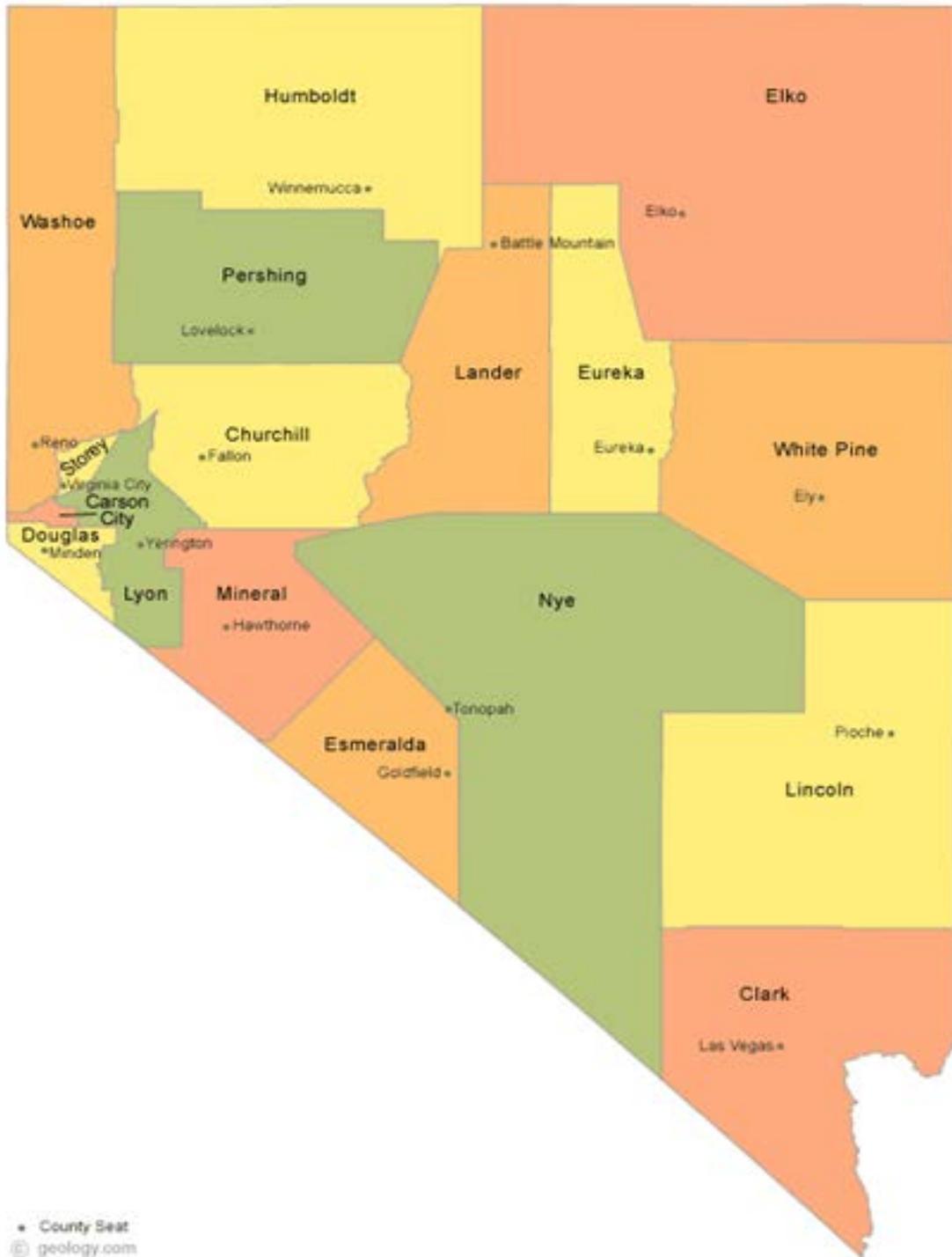
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GLOSSARY OF TERMS AND ACRONYMS

Listed below are a list of terms and acronyms that are used throughout this manual. These are listed here for easy reference.

1-2-3	1 = Applied Test, 2 = Emergency Warning Device, 3 = Pump down to check for pop out.
ADD	Attention Deficit Disorder
ADHD	Attention Deficit Hyperactivity Disorder
BAC	Blood Alcohol Concentration
BP	Blood Pressure
CDL	Commercial Driver's License
CDLIS	Commercial Driver's License Information System
CMV	Commercial Motor Vehicle
CSRS's	Child Safety Restraint Systems
DOT	Department of Transportation
DNR	Do Not Resuscitate
ECP	Exposure Control Plan
EHA	Education of the Handicapped Act
ESY	Extended School Year
FAPE	Free and Appropriate Education
FERPA	Family Educational Rights & Privacy Act
FET	F=Fuses, E=Emergency, T=Fuses
FMCSA	Federal Motor Carrier Safety Administration
FMCSR	Federal Motor Carrier Safety Regulations
FMVSS	Federal Motor Vehicle Safety Standards
GVW	Gross Vehicle Weight
HBV	Hepatitis B Virus
HIV	Human Immunodeficiency virus
HOV	High-Occupant Vehicles
I-C-D	I = Inflation, C = Condition, D = Tread Depth
IDEA	Individuals with Disabilities Education Act
IEP	Individual Education Plan
IFSP	Individual Family Support Plan
LEA	Local Education Authority
LRE	Least Restrictive Environment
NHTSA	National Highway Traffic Safety Administration
NAC	Nevada Administrative Code
NRS	Nevada Revised Statutes
NSST	National Standards for School Transportation
NTSB	National Traffic Safety Board
OSHA	Occupational Safety & Health Act
PSI	Pounds Per Square Inch
WTORS	Wheelchair Tie-down Occupant Restraint System

Counties and Nevada School Districts



COMPARTMENTALIZATION

As a school bus driver you will be asked “why do school buses not have seat belts, especially when they are required by law?” The first thing you need to remember is that no one in the pupil transportation business would intentionally ignore a potential safety hazard. Most of these people in this business are parents too.

1. At first glance the arguments for seat belts make sense:
 - a. If seat belts are so important in cars and vans, how can we eliminate them on school buses?
 - b. We give our children double messages when they have to buckle up in a car but not on a school bus?
 - c. Seat belts would guarantee safety in a bus rollover.
 - d. Seat belts would restore order on school buses.
 - e. Fatalities and injuries would be lowered or eliminated if every child were secured in a seat belt.

These are legitimate questions. If police are giving tickets to drivers of cars for not wearing seat belts, the rules should be the same for school buses.

The main reason seat belts are not required on school buses is that a school bus is not a car. Most cars place the passenger’s feet approximately 18 inches off the road surface; while the head is normally within 30 inches of the windshield in the front seat; and there are numerous protrusions on the dashboard. The design of the school bus body places the passenger’s feet approximately 30 inches above the road surface, which protects the occupant from direct side impact crashes.

The seat of a school bus is a passive safety system. This system is called “compartmentalization.” Compartmentalization requires strong, well-padded, evenly-spaced, forward-facing, energy-absorbing seating which does not require your child to do anything to be safe. In the event of a crash, the system provides for impact against the energy-absorbing seat in front of the occupant or the padded side panel.

The National Transportation Safety Board (NTSB), after investigating 43 serious accidents that in most of the accidents, seat belts would not have made any difference in injury outcome, and in some cases, would have caused fatalities or increased injury. NTSB reported that school bus deaths and serious injuries were due to the seating position being in direct line with the crash forces. It is unlikely that seat belts would have improved their injury outcome.

In addition, lap belts have proven to be dangerous for small children. Lap belts in school buses have two serious flaws. First, with younger children (3 to 12 years of age) there is the danger of “submarining” (sliding out of the lap belt when the school bus is involved in a rear-end collision) and sustaining significant internal injuries. The basic reason for this is the physiology of children, who are not yet fully developed. Lap belts were designed to fit over the pelvic area. In a crash, the belt

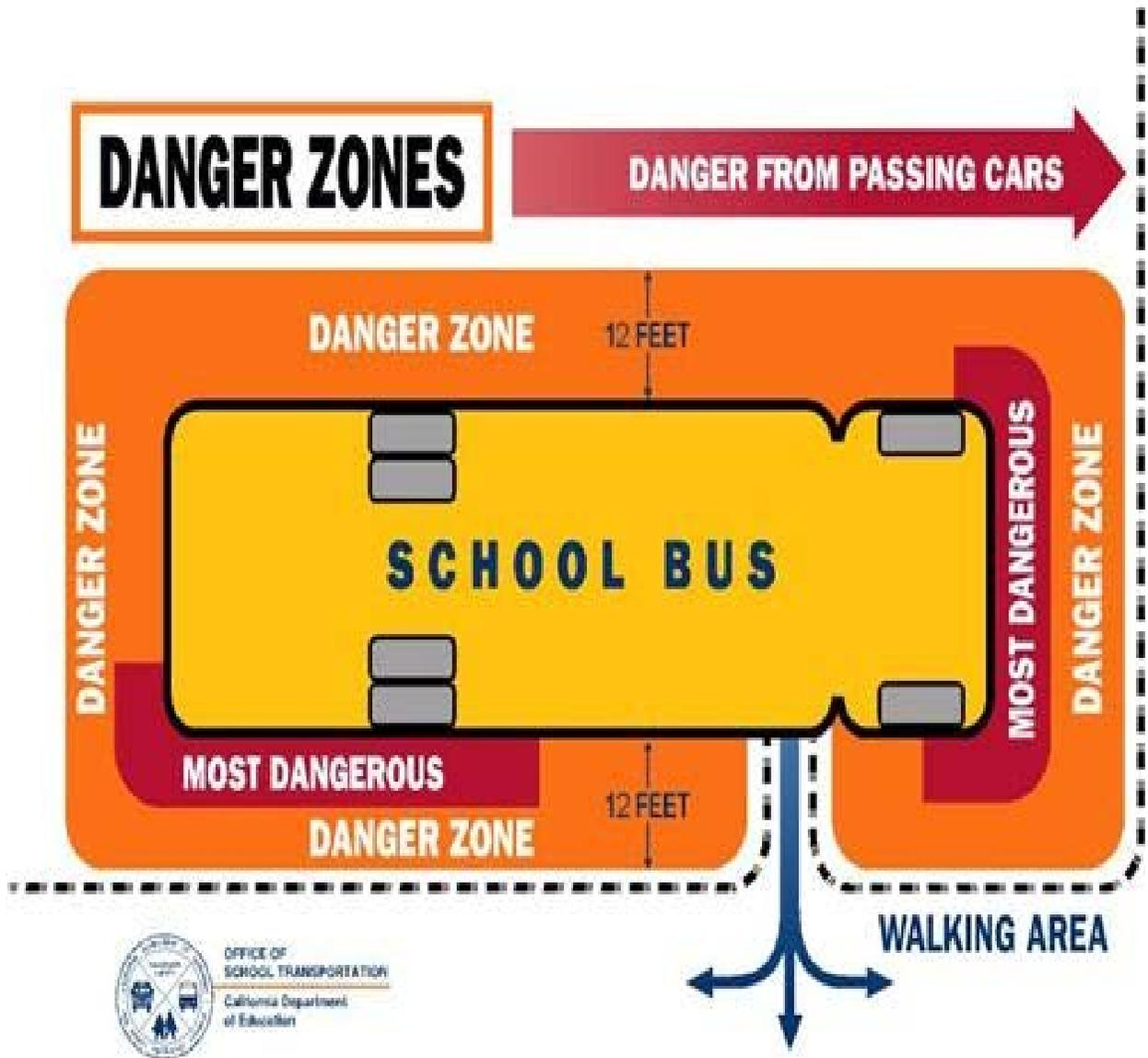
could cause trauma to internal organs. The second flaw is that lap belts often result in severe head and neck injuries during a front-end collision.

(Unreported Miracles by Dr. Cal LeMon)

It is important to realize that lap belts only provide restraint around the hips of a seated individual. Lap/shoulder belts, on the other hand, provide restraint around the hips and across the upper torso of the child. The potential safety benefits of these two systems are very different. Lap belts, even when properly positioned and tightened, still allow full upper torso movement, which can result in head contact with surrounding surfaces. Unfortunately, there is little information on the positive and negative benefits of lap/shoulder belts in school buses.

What is most important to remember is that the most dangerous area of a school bus is the loading/unloading zone. More children are killed in this area than while riding on the bus. You will provide far more important information to parents and students if you educate them on the dangers outside of the school bus.

DANGER ZONE



SCHOOL BUS TYPES

TYPE A BUS



The TYPE A school bus is one of seven vehicle types that can be manufactured to federal motor vehicle safety standards for school buses. It consists of a body constructed upon a cutaway front-section vehicle with a left side driver's door, designed for carrying more than 10 persons. This definition includes two classifications: TYPE A-1, with a Gross Vehicle Rating (GVWR) of 10,000 pounds or less, and a TYPE A-2, with a GVWR of 10,000 pounds or more. TYPE A school buses meet all Federal Motor Vehicle Safety Standards for school buses.

TYPE B BUS



The TYPE B school bus consists of a bus body constructed and installed upon a front-section vehicle chassis, or stripped chassis, with a GVWR of more than 10,000 pounds, designed for carrying more than 10 with a GVWR of more than 10,000 pounds, designed for carrying persons. Part of the engine is beneath and/or behind the windshield and beside the driver's seat. The entrance door is behind the front wheels. TYPE B school buses meet all Federal Motor Vehicle Safety Standards for school buses.

TYPE C BUS



The TYPE C school bus, also known as a "CONVENTIONAL," is a body installed upon a flat-back cowl chassis with GVWR of more than 10,000 pounds, designed for carrying more than 10 persons. All of the engine is in front of the windshield and the entrance door is behind the front wheels. TYPE C school buses meet all Federal Motor Vehicle Safety Standards for school buses.

TYPE D BUS



The TYPE D school bus, a transit-style vehicle with its body installed upon a chassis, with the engine mounted in the front, midship, or rear with a GVWR rating of more than 10,000 pounds, and designed for carrying more than 10 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 D school buses meet all Federal Motor Vehicle Safety Standards for school buses.

CHAPTER 1: REQUIREMENTS FOR BECOMING A SCHOOL BUS DRIVERS

DRIVER REQUIREMENTS

Who is Qualified to Drive a School Bus

1. Any person who is at least 21 years old;
2. Must be able to read and speak the English language sufficiently to converse with the general public, to understand highway traffic signs, respond to official inquiries, and make entries on reports and records;
3. Must be physically qualified to drive a school bus in accordance with FMCSA Physical Qualifications and Examinations;
4. Must have a current, valid Class C- CDL license issued by Nevada or a border state with a Passenger (P) and School Bus (S) endorsement;
5. Must provide your employer with a list of all violations as required by FMCSA §391.27; and
6. Must not have been disqualified to drive a school bus under FMCSA §391.15 Disqualifications of Drivers.
(FMCSA §391.11, <http://www.fmcsa.dot.gov>
<http://www.fmcsa.dot.gov/rules-regulations/administration/fmcsr/fmcsrGuideDetails.aspx?menukey=391>)

Who is NOT Qualified to Drive a School Bus

You **CANNOT** drive a CMV if you are disqualified for any reason. You are considered NOT-qualified and will lose your CDL for:

1. Driving a CMV with a blood alcohol concentration of .04% or higher;
2. Driving a NON-CMV with a blood alcohol concentration of .08 percent or higher;
3. Driving a CMV under the influence of a controlled substance;
4. Refusing to undergo blood alcohol/drug testing;

5. Leaving the scene of an accident involving a CMV;
6. Committing a felony involving the use of a CMV;
7. Driving a CMV when your CDL is suspended;
8. Causing a fatality through negligent operation of a CMV;
9. Committing two serious traffic violations within a three-year period; or
10. A conviction of a railroad-highway grade crossing violation; (CDL 1-3, <http://www.dmvnv.com/pdf/forms/dlbookcomm.pdf>)
11. Violating an out-of-service order; (FMCSA §391.15, <http://www.fmcsa.dot.gov>)
12. Not being certified as being physically qualified to drive a CMV; or (FMCSA §391.41, <http://www.fmcsa.dot.gov>)
13. Being caught or convicted of texting while driving a CMV. (FMCSA §391.15 <http://www.fmcsa.dot.gov>)

Procedures for Obtaining a Nevada State Commercial Driver License (CDL)

School Bus Drivers must obtain and maintain a valid Commercial Driver's License (CDL) with a Passenger (P) and School Bus (S) endorsement. In order to do that you will be required to pass the Department of Motor Vehicles Knowledge and Skills tests.

1. The CDL KNOWLEDGE TESTS



- a. The general knowledge test;
- b. The passenger transport test;
- c. The air brakes test; **and**
- d. The school bus test

2. The CDL SKILLS TESTS

- a. Pre-trip vehicle inspection;
- b. Basic vehicle control; **and**

- c. On-road driving test
(CDL pg. 1-2,
<http://www.dmvnv.com/pdfforms/dlbookcomm.pdf>)

When Applying for Your CDL

When you apply for CDL you will be required to:

1. Complete a Nevada driver's license application;
2. Provide a copy of your medical examination;
3. Certify that you have only one license;
4. Certify that your driver's license is not currently revoked, suspended or cancelled in any state, nor subject to any of these actions;
5. Surrender your current driver's license if required to do so;
6. Provide proof of your Social Security Number;
7. Provide a list of states that you have held a driver's license for the previous ten years;
8. Certify that your driver's license is not currently suspended, revoked or cancelled in any state nor subject to any of these actions;
9. Surrender your current driver's license; and
10. Provide proof of your social security number.
11. Before issuing your license, DMV staff will run a nationwide driving record check.
(CDL Manual, pg. ii, <http://www.dmvnv.com/pdfforms/dlbookcomm.pdf>)

Border States

Drivers', who reside outside of Nevada in a border state, must hold a valid Commercial Driver's License (CDL) with a passenger and school bus endorsement in that state. A border state employee is a person whose legal residence is outside of the State of Nevada and who commutes on a daily basis into Nevada for the purpose of employment at a place which is less than 35 miles from the state border. (NRS 482.012, <http://leg.state.nv.us/NRS/NRS-482.html>)

Instruction Permit

1. An instruction permit is issued for a one-year period. It is required before behind-the-wheel training can occur for new drivers who do not currently hold a CDL license with the required endorsements. (NAC 483.180, 483.196, 483.805, <http://www.leg.state.nv.us/nac/NAC-483.html#NAC483Sec180>)
2. Applicants must be 21 years of age and pass the vision and written examinations.
3. The holder of an instruction permit must have a medical examiner's certificate in their possession dated within 2 years and must be accompanied at all times by a driver who is:
 - a. At least 25 years of age;
 - b. Seated next to the driver; and
 - c. Be accompanied by a Nevada Certified School Bus Driver Trainer.
(CDL pg. ii, <http://www.dmvnv.com/pdfforms/dlbookcomm.pdf>)

Requirements to Renew your CDL

It is your responsibility to renew your Nevada CDL before the expiration date. In order to do that, you will need to:

1. Provide a current DOT medical certificate;

Note: By January 30, 2014, you will be required to provide the State with an original or copy of a current medical examiner's certification prepared by a medical examiner, and the State will post a certification status of "certified" on CDLIS driver record for the driver. If the CDL holder fails to provide the State with a current medical examiner's certificate, the State will post a certification status of "not-certified" in the CDLIS driver record for the driver and initiate a CDL downgrade following State procedures in accordance with section FMCSA §383.73(j)(4).

2. Pass the CDL General Knowledge Test and any other required tests if you have been convicted of 2 or more moving violations in a CMV, or if you have had 2 or more moving violations in any vehicle within the previous four years. Skills testing may also be required as a result of moving violations; and

3. Pay the required renewal fee.
(CDL pg. ii, <http://www.dmvnv.com/pdfforms/dlbookcomm.pdf>)

DRIVER OUT-OF-SERVICE REQUIREMENTS, OTHER CDL RULES AND ADDITIONAL NEVADA REQUIREMENTS

Driver Out-of-Service Requirements

You must be placed out-of-service for any of the following violations:

1. Any driver who is not at least 21 years of age. (FMCSA §391.11(b)(1), <http://www.fmcsa.dot.gov>)
2. Any driver who does not possess a valid CDL, including, but not limited to improper class, expired, cancelled, revoked, disqualified, suspended or withdrawn. (FMCSA §392.3, <http://www.fmcsa.dot.gov>)
3. Any driver with a learners permit who is not accompanied by the holder of a valid CDL. Must also hold a valid automobile drivers license or have a valid operator's status allowed by licensing jurisdiction. (FMCSA §383.23(c), <http://www.fmcsa.dot.gov>)
4. Any driver who is operating a school bus without the proper endorsements or in violation of restrictions. (FMCSA §383.23(a)(2), <http://www.fmcsa.dot.gov>)
5. Any driver who does not possess the proper class of license for the vehicle being operated. (FMCSA §393.91(a), <http://www.fmcsa.dot.gov>)
6. Any driver operating a school bus without corrective lenses or hearing aid as indicated on the driver's medical certificate. (FMCSA §391.11(b)(4), <http://www.fmcsa.dot.gov>)
7. Any driver operating a school bus without possessing a valid medical certificate. (FMCSA §391.41(a), <http://www.fmcsa.dot.gov>)
8. When a driver is so impaired by sickness that they should not continue the trip. (FMCSA §392.3, <http://www.fmcsa.dot.gov>)
9. When a driver is so fatigued that they should not continue the trip. (FMCSA §392.3, <http://www.fmcsa.dot.gov>)
10. When a driver is unable to communicate sufficiently to understand and

respond to official inquiries and directions. (FMCSA §391.11(b)(2), <http://www.fmcsa.dot.gov>)

11. Anyone in possession or under the influence of drugs or other controlled substances. (FMCSA §391.4(a), <http://www.fmcsa.dot.gov>)
12. Anyone under the influence of intoxicating beverages or have any measurable concentration of alcohol while on duty. (FMCSA §293.5(a), <http://www.fmcsa.dot.gov>)
13. Any driver who violates federal and state Hours of Service laws:
 - a. Drives more than 10 hours.
 - b. Any driver who has been on duty for 15 hours following ten (10) consecutive hours off duty. (FMCSA §395.5(a)(1) <http://www.fmcsa.dot.gov> and NRS 392.360 <http://www.leg.state.nv.us/NRS/NRS-392.html#NRS392Sec360>)
 - c. Any driver who has been on duty for more than 60 hours in 7 days.
 - d. Has no record of duty status (log book) when required.
 - e. Providing a false record of duty status (log book). (FMCSA §395.8, <http://www.fmcsa.dot.gov>)

**Drivers who
are traveling
with the bus
must count
that time as
on-duty.**

Note: When a driver at the direction of the motor carrier is traveling, but has no direct responsibility to the carrier, the time is counted as on-duty time unless the driver is afforded at least 10 consecutive hour's off-duty when arriving at the destination. In this case the driver is off duty for the entire period.

Other CDL Rules

There are other federal and state rules that affect drivers operating CMV's in all states.

1. You cannot have more than one license. Keep your home state license and return any others. (FMCSA §383.31, <http://www.fmcsa.dot.gov>)

All states are connected to one computerized system to share information about CDL drivers. States will check on drivers' accident records to be sure that drivers do not have more than one CDL.

2. You must notify your employer within 30 days if convicted of any traffic violations (except parking) in any jurisdiction. You are required to do this no matter what type of vehicle you were driving. (FMCSA §383.31, <http://www.fmcsa.dot.gov>)
3. You must notify the DMV agency within 30 days if you are convicted in any other jurisdiction of any traffic violation (except parking). This is true no matter what type of vehicle you were driving.
4. You must notify your employer within two business days if your license is suspended, revoked, or cancelled. (FMCSA §383.33, <http://www.fmcsa.dot.gov>)
5. You must give your employer information on all driving jobs you have held for the past 10 years. The information must include:
 - a. A list of names and addresses of previous employers for which you operated a CMV.
 - b. The dates you were employed with these employers.
 - c. The reason for leaving such employment.
(FMCSA 383.35, <http://www.fmcsa.dot.gov>)
6. You cannot drive a CMV without a CDL.
(CDL pg. 1-5, <http://www.dmvnv.com/pdf/forms/dlbookcomm.pdf>)
7. Undergo pre-employment drug testing.
(FMVSS §382.301, <http://www.fmcsa.dot.gov>)

Additional Nevada Requirements

1. Be of good, reputable and sober character.
2. Be competent and qualified by experience, attitude and disposition.
3. Have GOOD PERSONAL HYGIENE and dress in an appropriate manner according to your school district policy.
4. Be physically qualified and able to perform all duties required of a school bus driver, as required by your school district.
5. Successfully complete a state approved training course which includes at least 20 hours of training while driving a school bus and at least 20 hours of

classroom training in:

- a. The responsibilities of drivers.
- b. The requirements for drivers of school vehicles.
- c. The appropriate management and discipline of disruptive pupils who threaten the safety of other pupils or the driver while riding in a school bus or at the school bus stop.
- d. The laws affecting the operation of a school bus or vehicle belonging to a school district.
- e. Defensive driving.
- f. Emergency procedures; and
- g. First aid and CPR training.
(NRS 392.380, <http://leg.state.nv.us/NRS/NRS-392.html>)

NOTE: School bus driver training must be conducted by a Nevada State Certified Trainer. (NAC 392.430, <http://leg.state.nv.us/NAC/NAC-392.html>)

6. Conduct pre, post and anytime the bus is left unattended inspections.
7. Pass the State of Nevada School Bus Driver Written Examination with a score of 80% or higher each year; and
(NAC 392.410, <http://leg.state.nv.us/NAC/NAC-392.html>)
8. Complete a minimum of 10 hours of in-service training yearly.

MEDICAL EXAMINATIONS AND PHYSICAL QUALIFICATIONS

Medical Examinations

1. Anyone driving a school bus must be physically examined by a U.S. licensed physician and medically certified as physically qualified. You must present the medical certificate when applying for your CDL and your medical certificate must be filed with the Nevada Department of Motor Vehicles every two years or less if required by your physician.
(CDL 1-5, <http://www.dmvnv.com/pdf/forms/dlbookcomm.pdf>)



2. Be able to provide your current medical certificate to DMV or your school district when requested.

Note: Beginning January 30, 2012, a new CDL applicant must provide the State with an original or copy of a medical examiner's certificate prepared by a medical examiner, and the State will post a certification status of "certified" on the Commercial Driver's License Information System (CDLIS) driver record.

In order to maintain a medical certification status of "certified," after January 30, 2012, a CDL holder must provide the state with an original or copy of each subsequently issued medical examiner's certification. (FMCSA §383.71(h) (1), <http://www.fmcsa.dot.gov>)

Physical Qualifications

1. You are **considered physically qualified** to drive a school bus if there is NO impairment of:
 - a. A hand or finger which interferes with prehension or power grasping.
 - b. An arm, foot, or leg which interferes with the ability to perform tasks associated with operating a CMV; or any significant limb defect or limitation which interferes with the ability to perform normal tasks associated with operating a CMV.
 - c. Has no established medical history or clinical diagnosis of diabetes which currently requires insulin injections for control. If mild diabetes is controlled by the use of oral hypoglycemic drugs and/or diet and exercise are considered qualified. **Diabetic drivers with medical waivers, who require insulin injections, WILL NOT be accepted for employment as a school bus driver in Nevada.**
 - d. Has no current clinical diagnosis of cardiovascular disease that is known to be accompanied by syncope, dyspnea, collapse, or congestive cardiac failure.
 - e. Has no established medical history or clinical diagnosis of a respiratory dysfunction likely to interfere with the ability to control and drive a CMV.
 - f. Has no current clinical diagnosis of high blood pressure that is diagnosed as Stage 3 hypertension (BP equal to or greater than 180.110).

Diabetics who require insulin injections to control their diabetes are disqualified from operating a school bus in Nevada!

- (1) Drivers with Stage 1 hypertension (BP is 140/90 – 159/99) may be certified for one year.
 - (2) Drivers with Stage 2 hypertension (BP is 160/100 – 179/109) may be certified for 3 months.
- g. Has no established medical history or clinical diagnosis of rheumatic, arthritic, orthopedic, muscular, neuromuscular, or vascular disease.
 - h. Has no established medical history or clinical diagnosis of epilepsy or any other condition that could cause the loss of consciousness.
 - i. Has no mental, nervous, organic or functional disease or psychiatric disorder likely to interfere with psychiatric disorders, including mental, nervous, and organic or function mental disorder.
 - j. Has distance vision acuity of at least 20/40 in each eye without corrective lenses or visual acuity separately corrected to 20/40 or better with corrective lenses, distant binocular acuity of at least 20/40 in both eyes with or without corrective lenses, field of vision of at least 70 degrees in the horizontal Meridian in each eye, and the ability to recognize the colors or traffic signals and devices showing standard, red, green and amber.
 - k. Does not have an average hearing loss in the better ear greater than 40 decibels at 500 Hz, 1,000 Hz and 2,000 Hz with or without a hearing aid when the audiometric device is calibrated to American National Standard.
 - l. Has no current clinical diagnosis of alcoholism.
(FMCSA §391.41, <http://www.fmcsa.dot.gov>)
 - m. Anyone convicted of texting while driving.
(FMCSA §392.80, <http://www.fmcsa.dot.gov>)

DRUG AND ALCOHOL TESTING

Implied Consent

If you operate a CMV, you shall have deemed to have given your consent to drug and alcohol testing. (CDL 1-3, <http://www.dmvnv.com/index.htm>)

Requirements for Drug and Alcohol Testing

All school bus drivers must submit to any of the following types of testing:

1. Pre-Employment
2. Random
3. Post-Accident
4. Reasonable Suspicion; **and**
5. Follow-up.
(FMVSS §382.652, <http://www.fmcsa.dot.gov>)

Drug & Alcohol Use

1. A driver shall not report for duty or remain on duty while having any drugs or alcohol in their system; **and**
2. An employer shall not permit the driver to drive a school bus with any drugs or alcohol in their system.
(FMVSS 382.201, <http://www.fmcsa.dot.gov>)

On-Duty Use

1. A driver shall not use drugs or alcohol while on duty; **and**
2. An employer who has knowledge or a reasonable suspicion that a driver is using drugs or alcohol shall not permit the driver to drive a school bus.
(FMVSS § 382.205, <http://www.fmcsa.dot.gov>)

Use Following an Accident

A driver who is required to take a post-accident drug or alcohol test shall not use alcohol for eight hours following the accident, or until undergoing a post-accident drug or alcohol test, whichever occurs first.

(FMVSS §382.209, <http://www.fmcsa.dot.gov>)

Refusal to Submit to a Required Alcohol or Controlled Substances Test

1. No driver shall refuse to submit to a post-accident, a random, a reasonable suspicion, or a follow-up drug or alcohol test.
2. An employer cannot permit a driver who refuses to submit to such tests to continue employment.
(FMVSS §382.311, <http://www.fmcsa.dot.gov>)
3. Any school bus driver who refuses to submit to required alcohol or controlled substance tests are disqualified from operating a CMV and will lose their CDL for at least one year. Any driver who refuses or fails a required drug/alcohol test must be reported to the Nevada Department of Education at dhollander@doe.nv.gov

Some over the counter and prescription medications can result in a positive drug test.

SCHOOL BUS DRIVER RESPONSIBILITIES

1. Renew your commercial driver's license when required.
2. Renew your DOT physical when required.
3. Be familiar with and abide by all federal, state and school district rules, policies and procedures.
4. Report to work with a professional attitude, emotionally and physically prepared to transport students.
5. Recognize the importance of establishing rapport with students, parents, supervisors, and school administrators.

6. Instruct students in proper behavior, consequences of improper behavior, general procedures, evacuation drills and safe travel practices.
7. Maintain order and safety, and secure the rights of others on the school bus.
8. Exercise good judgment in passenger discipline, using appropriate verbal intervention. This includes, but is not limited to, the following:



- a. Minimizing interior noise;
 - b. Controlling passenger movement;
 - c. Requiring an orderly entrance and exit;
 - d. Eliminating movement or potential movement of objects; **and**
 - e. Requiring silence at railroad crossings.
9. Handle minor infractions with school district approved, on-board consequences and discussions.
 10. In instances of serious or recurring misconduct, follow school district policy. Submit written reports to your supervisor according to your school district policy; **and**
 11. Represent the school district by presenting a positive image in dress, language, and manner.
(NCST page 135) and (NRS 392.380 <http://www.leg.state.nv.us/NRS/NRS-392.html#NRS392Sec380>)

Each school district has the authority to develop policies and procedures that exceed state and federal requirements.

SCHOOL BUS DRIVER DUTIES

1. Refrain from the use of stimulants, sedatives and alcoholic beverages.
2. Responsible for the safe operating condition and cleanliness of the bus.
3. Only use the school bus to transport students on established routes and schedules approved by your school district.

4. Never allow someone else to drive the school bus without the proper licenses and prior school district approval.
5. Never allow unauthorized people to enter your bus!
6. Responsible for any traffic tickets and fines you receive while driving a school bus for a school district.
7. Report any and all bus accidents or incidents that occur in the bus, regardless of damage.
8. Be familiar with written instructions of the assigned route that would include any existing railroad crossing and any fixed route hazard(s).
(2010 NCST pg. 135, www.ncstonline.org)
9. Have a planned and systematic inspection of the bus before each route and/or trip. This requires both a stationary and operating inspection during the pre-trip, post-trip and anytime the bus has been left unattended inspections. Report any needed repairs.
10. Assure that all students are able to cross the road safely.
11. Keep accurate school bus inspection logs and submit all reports when required.
12. Conduct the required emergency evacuation drills for regular and special education students twice yearly.
13. Do not drop a student off anywhere other than their scheduled drop off point without prior approval from your school district.
14. Be familiar with assigned routes and designated school bus stops;
15. Maintain a clean bus, this includes all route activity and extra-curricular activities;
and
16. **Always have a positive attitude!**

**You are responsible for any
traffic violations and all fines
not your school district!
SO DRIVE SAFELY!**

CHAPTER 2: SCHOOL BUS INSPECTIONS



WHY SHOULD I INSPECT MY SCHOOL BUS

1. Safety of your students.
2. Legally required by the Federal Department of Transportation-Federal Motor Vehicle Safety Standards, the Nevada Department of Motor Vehicles, the State Board of Education and your school district.
3. Prevent accidents, breakdowns and reduce driver frustration.
4. Eliminate and reduce delays; **and**
5. Prolong the life of the bus and reduce transportation costs.

REQUIRED INSPECTIONS

1. Pre-trip
1. During a trip
2. Post-trip; and
3. Security Inspection



When inspecting your school bus, you should do it the same way each time so you will learn all the steps. You will be less likely to forget something!

RESPONSIBILITY FOR PRE-TRIP INSPECTION

1. Follow a planned, systematic approach to inspections.
2. Use your district's approved checklist.
3. Check the inside and outside of the bus.
4. Listen to the engine.

5. Check all the gauges.
6. Report all defects to the proper school district official.

MAJOR COMPONENTS OF THE PRE-TRIP INSPECTION

1. Approaching the school bus
1. Engine compartment
2. Outside walk-around
3. Driver compartment; **and**
4. Inside check

Approaching the School Bus

1. Observe the overall physical appearance and condition of the bus.
2. Look under the bus for fresh oil, coolant, grease, or fuel ~~for fluid~~ leaks on the ground.
3. Check the area around the bus for hazards for vandalism or tampering

Engine Compartment (Engine Off)

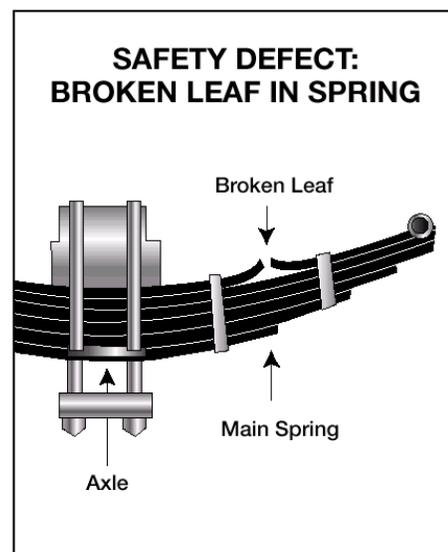
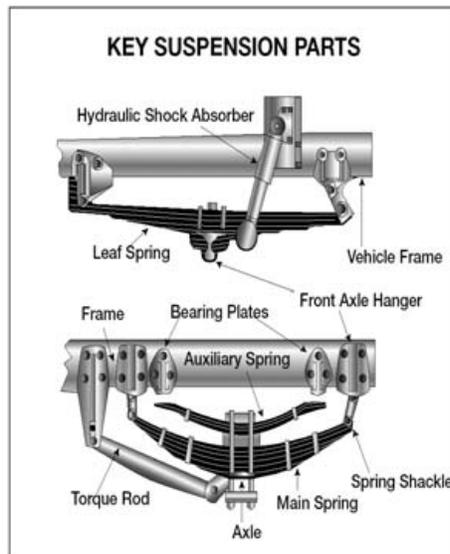
Check that the parking brakes are on and/or wheels are chocked. Check the following:

1. Engine oil level.
2. Coolant level in radiator and condition of hoses.
3. Power steering fluid level and condition of hose if equipped.
4. Windshield washer fluid level.
5. Battery fluid level, connections, and tie downs (battery may be located elsewhere).
6. Automatic transmission fluid level (may require engine to be running).
7. Check the following engine belts for tightness and excessive wear. Learn how much “give” the belts should have when adjusted right.

- a. Alternator;
- b. Air compressor;
- c. Water pump;

Outside the Bus

1. Walk around and do a general inspection of the bus;
2. Clean all lights, reflectors and glass as you go along;
3. Steering box and hoses are securely mounted and not leaking; ~~and~~
4. Steering linkage; and
5. Suspension systems including:
 - a. Springs/air/torque arm
 - b. Mounts; **and**
 - c. Shock absorbers



6. Brakes
 - a. Slack adjusters
 - b. Brake chambers
 - c. Brake hoses and lines
 - d. Brake drum; **and**
 - e. Brake linings

7. Wheels
 - a. Rims
 - b. Tread depth and condition
 - c. Hub oil and axle seals
 - d. Lug nuts
 - e. Spacers
 - f. Splash guards
 - g. ICD/Valve Stems; **and**
 - h. Properly inflated

8. Doors and mirrors
9. Fuel tank
10. Battery and battery box
11. Doors and hinges
12. Drive shaft
13. Exhaust system
14. Frame, cross members and floor; **and**
15. Lights and reflectors

- a. Clearance lights (red on rear and amber elsewhere);
- b. Headlights (high and low beams)
- c. Tail lights
- d. Turn signals
- e. Four-way flashers
- f. Brake lights
- g. Red reflectors (on rear) and amber reflectors (elsewhere)
- h. Strobe light, if equipped
- i. Stop arm light; **and**
- j. Alternately flashing amber and red lights.

Note: Checks of brake, turn signal and four-way flasher functions must be done separately.

Driver Compartment

1. Driver seat area and seat belt
2. Gauges and warning lights
3. Belt cutter
4. Oil pressure
5. Temperature gauge
6. Ammeter/Voltmeter
7. Lighting indicators to include:
 - a. Left turn signal
 - b. Right turn signal
 - c. Four-way flashers

- d. High beam headlights
 - e. Alternately flashing amber light indicator
 - f. Alternately flashing red light indicator; **and**
 - g. Strobe light indicator
- 8. All interior lights, including wheelchair light
 - 9. Horn
 - 10. Heaters and defrosters
 - 11. Mirrors and windshield
 - 12. Steering play
 - 13. Wipers and washers; **and**
 - 14. Warning devices for the parking, hydraulic and air brake systems.

Inside the Bus

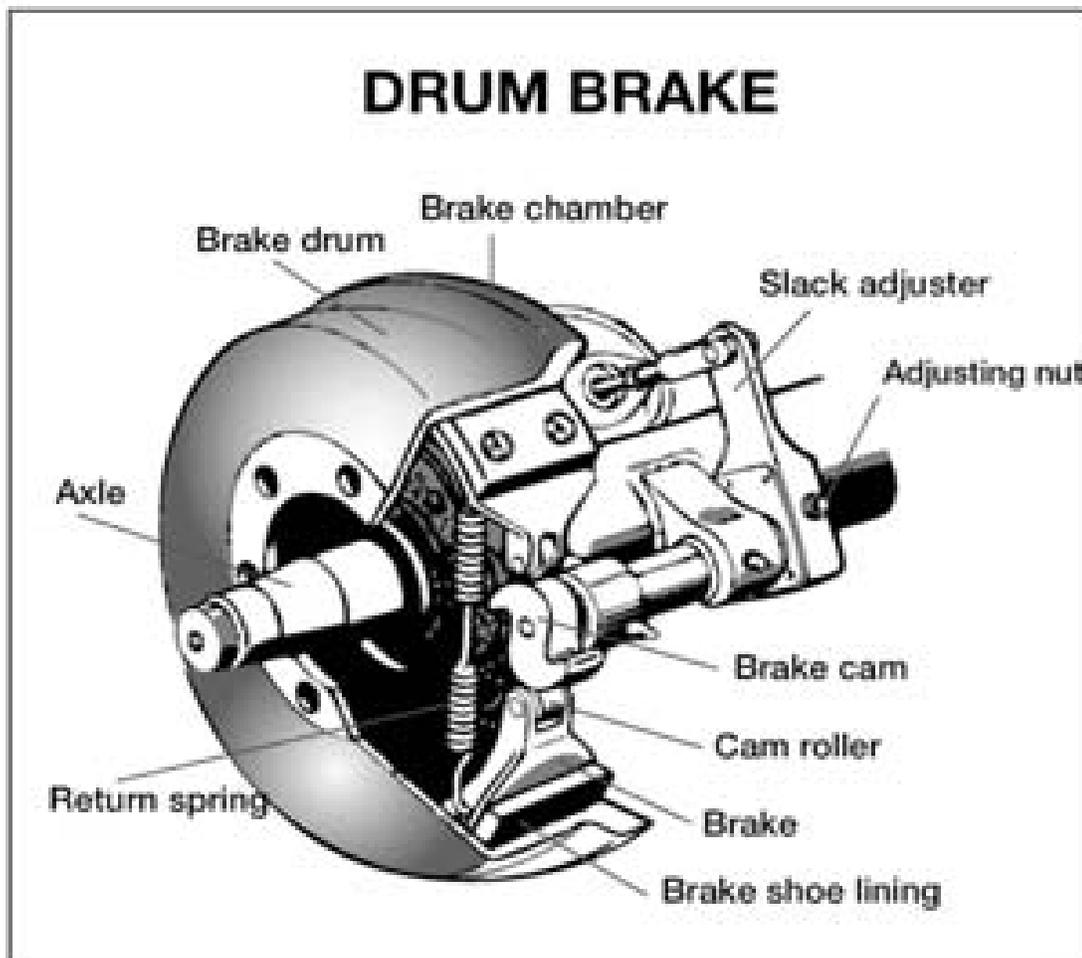
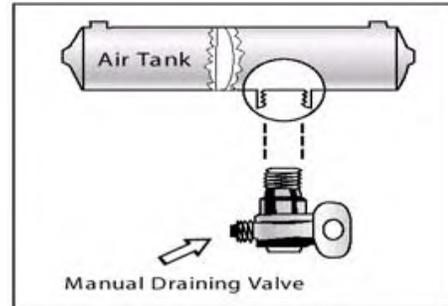
- 1. Service door area
- 2. Fire extinguisher
- 3. Reflective Triangles
- 4. First-Aid kit
- 5. Body-fluid clean-up kit
- 6. Emergency exits; **and**
- 7. Passenger seats

Air Brakes

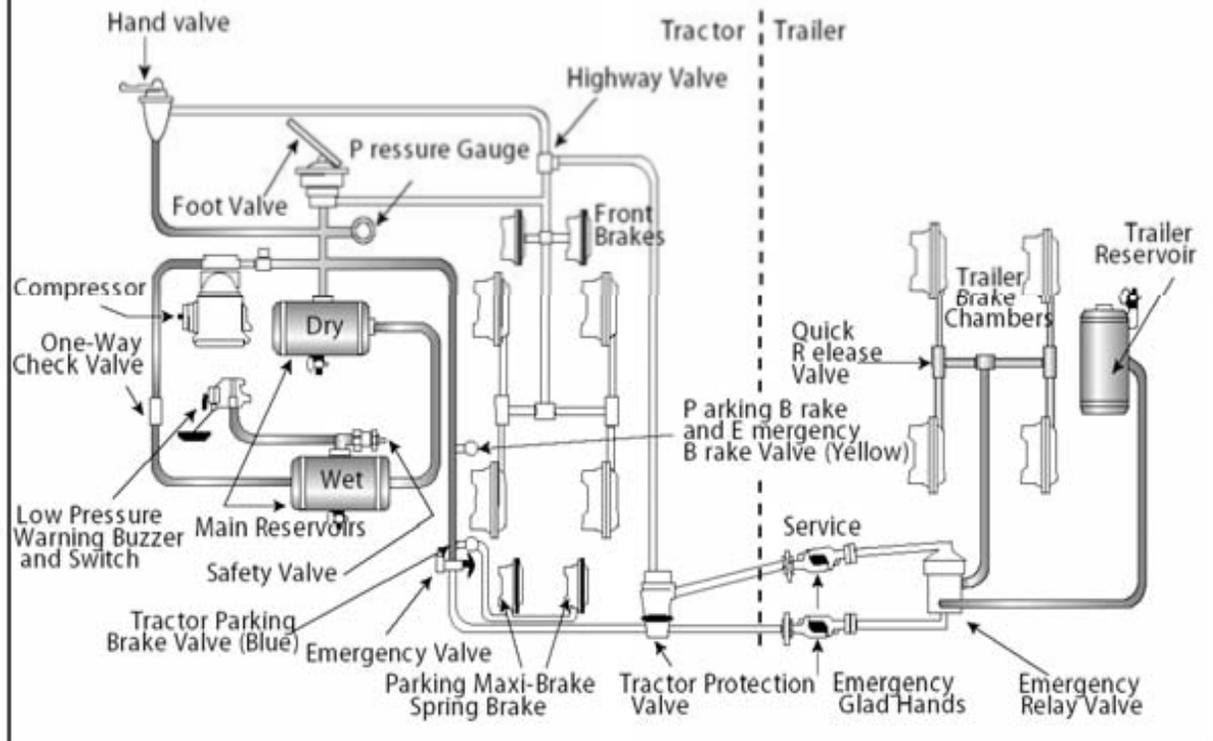
Air brakes use compressed air to make the brakes work. Air brakes are a good and safe way of stopping large and heavy vehicles, but they must be well maintained and used properly.

Air brakes are really three different braking systems: Service brake, parking brake, and emergency brake. The parts of an Air Brake System include:

1. Air compressor
2. Air compressor governor
3. Air storage tanks
4. Air tank drains
5. Alcohol Evaporator
6. Safety Valve



AIR BRAKE SYSTEM COMPONENTS AND LOCATION (SINGLE CIRCUIT SYSTEM)



SECURITY INSPECTION-ANYTIME THE BUS IS LEFT UNATTENDED

Any time you leave your bus unattended for any length of time, you need to do a security inspection of your school bus. A security inspection not only checks to determine if there is any unauthorized access, it also includes inspecting all areas where a suspicious item could be affixed to or placed in or around the vehicle. You must walk around the bus checking for:

1. Evidence of oil, fuel, coolant, grease or water leaks.
 2. Vandalism or damage to the bus.
 3. Suspicious packages.
 4. Tires that may have been damaged, flat or for damage valve stems or caps.
 5. Fluid leaks.
 6. Check the body for sharp edges, missing or damaged panels, loose rub rails and bumped securements.
- (NCST, page 136, www.ncstonline.org)

**After each trip, check for
sleeping children who may have
been left on the bus!**

GLOSSARY OF TERMS

ACCELERATOR/BRAKE PEDAL - Accelerator pedal is on the right and makes the vehicle go. Brake pedal is on the left and stops the vehicle. Check that it is connected and functional.

AIR BRAKES - Uses compressed air to make the brakes work. Air brakes are a good and safe way of stopping large and heavy vehicles, but the brakes must be well maintained and used properly. With the engine running, build the air pressure to 100-125 psi. Shut the engine off and push in the parking brake, press on the foot brake and hold it for 1 minute. Check the air gauge to see if the air pressure drops not more than 3 psi in 1 minute. With the key in the on position, begin applying and releasing the foot brake. The low air warning device should activate before the air pressure drops below 60 psi. Continue to apply and release the foot brake, at approximately 40 psi, the parking brake should pop out (close).

AIR COMPRESSOR BELT/GEAR - Maintains air pressure in air brake system. Identify the belt that drives the air compressor. With the engine off, driver points to, touches, or presses belt to test that it is snug. Note that the belt is not frayed, has no visible cracks, loose fibers, or signs of wear. Push the belt with hand, and if it deflects more than 1/2 to 3/4 of an inch, slippage may occur and the belt should be tightened.

Note: Compressor may not be belt driven. Note that the compressor drive appears to be functioning, and is not leaking.

AIR LEAKS/LEVEL - Air brake and suspension systems. Be sure that the vehicle is sitting level (front and rear), and if air-equipped, check for audible air leaks from air brake system or suspension system air bags.

ALTERNATOR BELT - Drives the alternator. Identify the belt that drives the alternator. With the engine off, point to, touch, or press the belt to see that it is snug. Note that the belt is not frayed, has no visible cracks, loose fibers, or signs of wear. Push the belt with your hand and if it deflects more than 1/2 TO 3/4 of an inch, slippage may occur and the belt should be tightened.

Note: Alternator may not be belt driven. Note that the alternator is functioning and mounted securely.

AMPMETER/VOLTMETER - Indicates if alternator is properly functioning. Driver checks that the gauge shows that the alternator or generator is charging or the warning light is off. Needle will jump and flutter, then indicate charge. (CDL examiners 4-10) Voltmeter needs to be within normal

operating range.

ANTI-LOCK BRAKE SYSTEMS (ABS) - Prevents brakes from locking up. When starting your engine, you should hear “popping noises” this is an automatic checking system on each tire. If you do not hear any popping noises, the ABS could be defective. If the ABS is defective, braking will default back to the regular braking system.

AXLE SEALS - Seals for axle/wheel assembly lubrication. Make sure there are no cracks or distortions in wheel/axle mounting, and there are no signs of leaking lubricants. If the axle has a sight glass, driver checks that oil level is adequate.

BATTERY/BOX - The battery and box or cage that holds the battery in place. Wherever located, see that the batteries are secure, connections are tight, and cell caps are present. Battery connections should not show signs of excessive corrosion. Battery box and cover (or door) must be secure.

BRAKE DRUM and LININGS - Brake shoes and linings rub on the inside of the drum to slow the vehicle down. Check for cracks, dents, or holes. Also check for loose or missing bolts. Brake linings (where visible) are no thinner than ¼ inch. Check brake drum and linings for contaminants such as grease, oil, etc.

BRAKES HOSES and LINES - Carries air or hydraulic fluid to wheel brake assembly. Check that the hoses/lines can supply air or hydraulic fluid to brakes. Check for cracked, worn or frayed hoses, and that all couplings are secure and not leaking.

CLUTCH/GEARSHIFT - Disengages engine from drive train so vehicle won't move and reduces load on starting motor. Depress clutch before turning on the starter. Keep it depressed until the engine reaches idling speed. On an automatic transmission, place the gear selector in the park or neutral position. On a standard transmission, place gearshift in neutral. Start engine, and then release the clutch slowly.

COOLANT/LEVEL - Cools the engine. Look at sight glass of reservoir, or if the engine is not hot, remove the radiator cap and look to see the level (see note). Adequate level will show in sight glass or be visible in the radiator when the cap is removed.

Note: If the engine is hot, do not remove the radiator cap.

CROSSING ARM - Extends out in front of the bus off the right side of the bumper to prevent students from crossing directly in front of the bus. Check to make sure that it activates with red loading lights, and retracts back to bumper fully. Driver may not, at any time, tie arm to bus preventing it from extending out. The crossing arm must always be operational or bus is Out-of-Service, except for special needs buses which are used solely to transport special needs students who are manually loaded and unloaded.

DOORS and HINGES - Driver and passenger entry, exit doors, rear doors and side doors. Check that doors are not damaged and that they open, close and latch properly from the inside. Check door window for damage and excessive dirt. Hinges should be secure with seals intact. Check that all

emergency exits are clearly labeled and working correctly.

DRIVE SHAFT - Transmits power from the transmission to the drive axle. Make sure shaft is not damaged and couplings are secure and free of foreign objects. U-brackets for safety appear to be secure.

DRIVERS SEAT and SEAT BELT - Must be secured to floor and driver seat belt is not frayed, securely mounted, adjusts and latches properly.

EMERGENCY EXIT(S) - Bus doors, roof hatches, or push-out windows used for emergency evacuation. Make sure that all emergency exits are not damaged, operate smoothly, and close securely. Check that all emergency exit-warning devices are working and are properly identified. Check that the flip seat at any emergency exit can remain in the upright position when not in use, has no obstructions and the safety mechanism is operational.

EXHAUST SYSTEM - External piping for conducting combustion gases from engine. Check system for damage and signs of leaks such as rust or carbon soot. System should be connected tightly and mounted securely.

EMERGENCY EQUIPMENT - Each school bus must be equipped with the required emergency equipment. Check for three red reflective triangles, fire extinguisher, first-aid kit, body-fluid clean up kit and spare fuses (if used). All emergency equipment must be readily accessible to the driver and clearly labeled.

FIRE EXTINGUISHER - First extinguisher must be fully charged, properly rated, sealed, pin in place and a current certification tag. The fire extinguisher must be readily accessible to the driver.

FRAME - Structural members for supporting vehicle body over the wheels. Driver checks for no cracks or bends in frame members; no loose, cracked, bent, broken or missing cross members. Cracks are most likely to appear midway between points of attachment to vehicle assemblies; for example, near axles or around the engine area. Check that floors are not damaged.

FUEL TANK - Tank that holds fuel. Check that tank(s) are securely mounted with mounting straps, caps are tight, and there are no leaks from tank(s) or lines. Signs of spillage from overfilling a fuel tank are not to be treated as a fuel leak. Fuel tank guard, if equipped, is securely mounted.

GLOW PLUG/INDICATOR LIGHT - The key should be turned to the “on” position and the driver should wait until the glow plug indicator goes out before starting the engine.

HEATER and DEFROSTER - Heats cab or passenger compartment and prevents frost or condensation from forming on windshield. Test that heater and defrosters work.

HORN - Air and/or electrical horns for warning other drivers or pedestrians. Check that horn works.

HUB OIL SEAL - Seals in lubrication for wheel hub oil. Driver checks to see that wheel hub oil seal on the front axle is not leaking, and if sight glass is present, that the oil level is adequate.

HYDRAULIC BRAKES - To check hydraulic brakes (on buses without air brakes), pump brake pedal 3 times, hold down for 5 seconds. Brake pedal should not move (depress) during this time. If equipped with a hydraulic brake reserve (back-up system), with the key off, press the brake pedal and listen for the sound of the reserve system electric motor. Check that the warning buzzer or light is off.

LEAKS/HOSES - Fluid leaks from the engine. Look for puddles or dripping fluids on the ground under the engine or the underside of the engine and transmission. Inspect engine hoses for condition and leaks.

LIGHTING INDICATORS - Dashboard indicator lights for signals, flashers, headlight high beams, red and amber student warning lights, and lift in use light. Check that dash indicators to make sure both left and right hand turn signals, 4-way flashers, headlight high beams, and that fog/driving lights illuminate when corresponding lights are turned on.

LIGHTS and REFLECTORS - Check that all outside lights and reflective equipment is clean and functional and lenses are not cracked, broken or missing. This includes clearance lights (red on rear and amber elsewhere), headlights (both high and low beams), tail lights, turn signals, four-way flashers, brake lights, red reflectors (on rear) and amber reflectors (elsewhere), strobe light, if equipped, stop arm light and alternately flashing amber and red lights. Checks of brake, turn signal and four-way flasher functions must be done separately.

LUG NUTS - Holds wheel assembly on axle. Driver checks that all lug nuts are present; checks that lug nuts are not loose (look for rust trails around nuts); no cracks radiating from lug bolt holes, or distortion of the bolt holes.

MIRRORS-(ALL) - Side mirrors and passenger entry/exit mirrors. Check for proper adjustment during in-cab inspection. Check that all internal and external mirrors and mirror brackets are not damaged, cracked, broken and are mounted securely with no loose fittings. Check to assure that visibility is not impaired due to dirty mirrors.

OIL LEVEL DIP STICK - Dipstick used to measure the oil level for engine lubrication. Check oil level before starting the engine. Be able to indicate where dipstick is located. Check that oil level is above the refill mark, in a safe operating range.

OIL PRESSURE GAUGE - Ensures that engine oil pressure is adequate. Check that the oil pressure is building to normal. The gauge shows increasing/decreasing oil pressure or warning light goes off. Engine oil temperature gauge (if present) should begin a gradual rise to normal operating range.

PARKING BRAKE/MAXI BRAKE - Keeps vehicle from rolling when parked. Check that the parking brake will hold the vehicle by GENTLY trying to pull forward with the parking brake on.

PASSENGER ENTRY - Bus door used for normal entry or exit. Check that the entry door is not damaged, operates smoothly, and closes securely. Check that handrails are secure and the step light

is working. Check that entry steps are clear with the treads not loose or worn excessively.

PASSENGER SEATS - Passenger vehicle seats and frames. Check that there is no broken seat frames and that the frames are firmly attached to floor. Seat cushions must be attached securely to the seat frame and cannot be damaged.

POWER STEERING FLUID - Hydraulic fluid for assisting steering wheel action to front wheels. With the engine stopped, check the dipstick and see where the fluid level is, relative to the refill mark. Level must be above refill mark.

POWER STEERING BELT or GEAR - Identify belt that drives power steering unit. With engine off, driver points to, touches, or presses belt to test that it is snug. Note that the belt is not frayed, no visible cracks, loose fibers or signs of wear. Push belt with hand, and if it deflects more than 1/2 to 3/4 of an inch, slippage is probably excessive. Drivers should know and mention if pump is belt driven or gear driven.

RETARDERS - Retarders help slow a vehicle, reducing the need to use your brakes. They reduce brake wear and give you another way to slow down. There are many types of retarders (exhaust, engine, hydraulic and electric on the transmission). Some retarders can be turned on or off by the drivers. On some the retarding power can be adjusted. When turned "on," retarders apply their braking power to the drive wheels only.

RIMS - Tires are mounted on rims or bare metal. Check for damaged or bent rims. Rims cannot have any non-manufactured welded. Check for rust trails that may indicate rim is loose on hub.

SHOCK ABSORBERS - Gas or hydraulic device that cushions vehicle ride and stabilizes vehicle. See that shock absorbers are secure and that there are no leaks. Be prepared to inspect the same suspension components inspection on every axle.

SLACK ADJUSTER - Provides a means for adjusting slack in the brake linkage. Check for broken, loose, or missing parts. The angle between push rod and adjuster arm should be a little over 90 degrees when brakes are released and not less than 90 degrees when brakes are applied. When pulled by hand brake rod should not move more than approximately 1 inch.

SPACERS - Axle collar between dual wheels to keep wheels evenly separated. If equipped, check that spacers are not bent, damaged, or rusted through. Check that spacers are evenly centered, with the dual wheels and tires evenly separated.

Note: If vehicle is not equipped with spacers, driver must mention this and check between the disc (Budd) wheels for even spacing, damage, and foreign objects.

SPLASH GUARDS - Devices used to prevent road materials from being thrown by vehicle tires. Check that splashguards or mud flaps are not damaged and are mounted securely.

SPRING/AIR/TORQUE - Leaf or coil springs for damping wheel vibration forces created by rolling over the road surface. Steel bar, torque arm assembly, or air bag that acts as a spring in place

of leaf or coil springs. Look for missing, shifted, cracked, or broken leaf springs. Look for broken or distorted coil springs. If vehicle is equipped with torsion bars, torque arms, or other types of suspension components, checks that they are not damaged and are mounted securely. Check air ride suspension for damage and leaks.

SPRING MOUNT - All brackets, bolts, and bushings used for attaching the spring and/or air bag to axle and to vehicle frame. Check that spring attachments (brackets, bolts, bushings) are in place. Check for cracked or broken spring hangers. Check for broken, missing, or loose bolts (including U-bolts). Check for missing or damaged bushings. Check for broken, loose, or missing axle mounting parts.

STEERING BOX and HOSES - Container (and hoses) for mechanism that transforms the steering column action into wheel turning action. Check that the steering box is securely mounted and not leaking. Look for any missing nuts, bolts, and cotter pins. Check for power steering fluid leaks or damage to power steering hoses.

STEERING LINKAGE - Transmits steering action from steering box to wheel. Check that connecting drag link, pitman arm, tie rod, and upper and lower steer arms from the steering box to the wheel are not worn or cracked. Check that joints and socket are not worn or loose. Check for loose or missing nuts, bolts, or cotter pins.

STEERING PLAY - Procedure to check for excessive looseness in the steering linkage. For **non-power steering**, turn steering wheel back and forth and see that there should not be more than 5-10 degrees of free play (approximately two inches at the rim of a 20-inch steering wheel). For **power steering**, with engine running, turn steering wheel back and forth and sees that there should not be more than 5-10 degrees of free play (approximately two inches at the rim of a 20-inch steering wheel)

STOP ARM(S) - Stop arm and flashing alternative lights on stop arm when student lights are activated. Check the stop arm to see that it is mounted securely to the frame of the vehicle. Check for loose fittings and damage. Check that the stop arm extends fully when operated. Check that stop arm lights are operational.

TEMPERATURE GAUGE – Measures coolant temperature in the engine cooling system. Make sure the temperature gauge is working. Temperature should begin to climb to the normal operating range or temperature light should be off.

TIRES - Road wheel tires. The following items must be inspected on every tire: No recaps allowed on front tires. Bias and radial tires cannot be combined. Tread cannot be less than 4/32” when measured on any 2 adjacent major tread grooves at any location on the tire.

Tread depth: Check for a minimum tread depth (4/32” or 1/8" on steering axle tires , and 2/32” (1/16" on all other tires).

Tire condition: Check that tread is evenly worn and look for cuts or other damage to tread or sidewalls. Also, make sure that valve caps and stem are not missing, broken, or damaged.

Tire inflation: Check for proper inflation by using a tire gauge or by striking tires with a mallet or other similar device.

WATER PUMP and BELT - Belt for driving engine water pump. Identify the belt that drives the water pump. With the engine off, point to, touch, or press the belt to test that it is snug. Note that the belt is not frayed, no visible cracks, loose fibers, or signs of wear. Push the belt with hand, and if it deflects more than 3/4 of an inch, slippage is likely and belt needs tightened. Drivers should know and mention if pump is belt driven or gear driven. Water pump appears to be functioning and not leaking.

WHEELCHAIR LIFT and TIE DOWNS - Wheelchair lifts used for loading and unloading students. Look for leaking, damaged, or missing parts and explain how it should be checked for correct operation. Check that doors and hinges are not damaged and that they open, close, and latch properly. Check that wheelchair ties are secure. Wheelchair lift must be fully retracted and latched securely.

WINDSHIELD - Check the windshield to make sure it is clear, clean and has no illegal stickers, obstructions, or damage to the glass. Any vehicle whose windshield has multiple cracks that obstruct the drivers view.

WIPERS/WASHERS - Windshield wipers and washers. Check that wiper arms and blades are secure, not damaged, and operates smoothly. If equipped, check for windshield washer fluid and that windshield washers operate correctly.

CHAPTER 3: DRIVING THE BUS

BASIC KNOWLEDGE AND REQUIRED SKILLS



Basic Knowledge

School bus drivers must have **BASIC KNOWLEDGE** in:

1. School bus inspection and reporting of defects.
2. Safe vehicle operation.
3. The effects of fatigue, poor vision, hearing and general health.
4. The effects of alcohol and drug use.
5. Proper use of safety systems, including lights, horns, side and rear-view mirrors, proper mirror adjustment, fire extinguishers and the use of these systems in an emergency.
6. Shifting, backing, visual search, communication, speed management, space management, night operation, extreme driving conditions, hazardous conditions, depth perception, emergency maneuvers, skid control; **and**
7. Air brake systems.
(FMCSA §383.111, <http://www.fmcsa.dot.gov>)

Required Skills

School bus drivers must also have the following **required skills**:

1. Basic vehicle control skills (ability to start, stop and move the vehicle safely).
2. Safe driving skills (ability to use signals, speed control for weather and traffic conditions, and correctly change lanes or turn.
3. Air brake skills (ability to locate and identify air brake operating controls and verify that the air brake system is working correctly.
4. Be able to pass a skills test on-street conditions or under a combination of on-street and off-street conditions.
(FMCSA §383.113, <http://www.fmcsa.dot.gov>)

5. Proper procedures for loading and unloading students.
6. Proper use of emergency exits and how to respond in emergency situations.
7. Proper procedures at railroad crossings; **and**
8. Proper braking procedures.

Driving a school bus is a tremendous responsibility!

ON DUTY TIME AND HOURS-OF-SERVICE REGULATIONS

It is important for you to know the laws for “on duty time.” Federal and State law limits the number of hours you can drive a school bus before you are required to be “off duty.” This is called “hours-of-service” or “on-duty time.” You cannot drive a school bus in excess of 10-hours in any 15- hour period without resting for 10-hours. (NRS 392.360, <http://www.leg.state.nv.us/NRS/NRS-392.html>)

On-Duty Time Includes:

1. All time spent at a facility waiting to be dispatched.
2. All time inspecting, servicing or conditioning any school bus.
3. All time spent driving a school bus.
4. All time spent on the school bus, other than driving time.
5. All time needed for loading and unloading, supervising or assisting the loading and unloading of students, and any time waiting for students.
6. All the time used for repairing, obtaining assistance, or waiting for assistance to repair a disabled vehicle.
7. All the time spent being tested for drugs or alcohol.
8. Performing any other work as a common, contracted or private motor carrier; **and**
9. Performing any work for a non-motor carrier.
(FMVSS §395.2, <http://www.fmcsa.dot.gov>)

You are required by federal law to include all duties performed for which you were compensated by any employer.

Hours-of-Service Rules

Effective December 29, 2010, the federal hours-of-service regulation was changed to limit how long CMV drivers can drive. In calculating hours-of-service, **split shifts can no longer be used and off-duty time can no longer stop the clock.** This means that once the driver comes on duty, the 15-hour on-duty clock starts. Once 15-hours have lapsed, the driver will be required to be off-duty for 10-hours before reporting back to work.

In addition, once you have operated a CMV for 10-hours in a 15-hour period, you are required to be off-duty for 10 consecutive hours.

You are also required to take 34 consecutive hours off-duty if they have been on-duty for 60-hours in any 7 day period.

Drivers who drive extra-curricular activity trips are required to keep a log book showing on-duty time and the hours you have been on-duty.

(FMCSA §395.2, <http://www.fmcsa.dot.gov/rules-regulations/topics/hos/index.htm>)

Although federal law exempts school bus drivers from this regulation, Nevada's hours-of-service law exceeds federal law. Drivers must adhere to the hours-of-service regulation. In addition, Nevada requires 10 hours off-duty, not 8 hours, as in the federal regulation.

SIGNS, SIGNALS AND HIGHWAY MARKINGS

Signs

Signs have three purposes: they regulate, warn and inform. The shapes and colors of highway signs have special meanings. This helps you understand the message quickly.

Standard Colors

RED – Do not go

GREEN – go

YELLOW OR YELLOW GREEN – general warning

WHITE – regulatory law or rule

ORANGE – road construction or repair warning

BLUE – driver services, such as food & lodging

BROWN – recreation and scenic area

Stop Signs



1. When approaching a stop sign, come to a full stop behind the crosswalk, stop line or stop sign. If your view of the cross street is blocked, slowly move forward to determine when it is safe to proceed. If no signs or markings exist, treat the intersection as if it had a Yield Sign. You must slow down and stop, if necessary, at the point nearest the intersection where you have a view of approaching traffic.
2. Give right-of-way to pedestrians and to any cross traffic before moving forward.
3. At a 4-way stop, you must wait for vehicles within the intersection, and for those who reach the intersection before you do, to go first. Wait your turn!

Yield Signs



1. Yield signs mean the same as stop signs except you may proceed without coming to a full stop, if it is safe to do so. You must:
 - a. Slow down as you come to the intersection.
 - b. Give the right of way to pedestrians and through traffic.

Regulatory Signs



1. Regulatory signs are rectangular and have a white background. They inform you of traffic laws and regulations. You must obey these signs.

Warning Signs



1. Warning signs are yellow, diamond-shaped, with black letters and symbols. They tell you there are special conditions or hazards ahead.

Route Signs and Markers



1. Route signs and markers are usually shaped like a shield, but there are different shapes and colors. These signs show U.S., Interstate and

state route numbers.

Construction and Maintenance Signs



1. Construction and Maintenance signs are used to notify drivers of possible danger in or near work areas. Most signs used in highway and street work areas are diamond-shaped. Cones, drums and barricades are used to alert you and to guide you safely through work areas. For night work, they may be equipped with warning lights. When used, you must slow down and follow the direction of the posted signs and any construction flaggers that may be present. (DMV Handbook, page 20 & 21, <http://www.dmvnv.com/pdfforms/dlbook.pdf>)

Signals

Traffic signals control traffic at intersections. Combinations of traffic and pedestrian signals, signs, pavement markings and other traffic control devices may be used in some situations.

A flashing red light means that you must come to a full stop.

A flashing yellow light means you may proceed with caution.

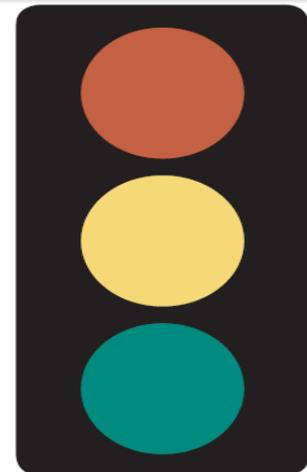
A red arrow means you cannot make the movement shown by the arrow.

A yellow arrow means the signal is going to change to red.

A flashing yellow arrow means you must yield to oncoming traffic.

A green arrow means you may go in the direction shown by the arrow.

(DMV Manual, pg. 22, <http://www.dmvnv.com/pdfforms/dlbook.pdf>)

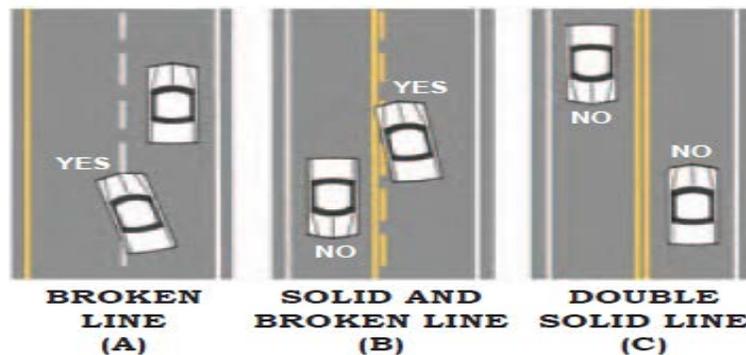


When a traffic control light is not working, you must come to a full stop, yielding to pedestrians and to other vehicles that have stopped at the intersection, before proceeding through the intersection.

Highway Markings

Highway markings like signs warn, regulate, and inform. Markings are white and yellow, and each type of line has a special meaning.

1. Broken or dashed white lines are used to mark traffic lanes on roads which have more than one lane moving in the same direction. Passing is permitted when it is safe to do so. See picture (A) below.
2. Solid white lines are used to separate lanes of traffic. **DO NOT CHANGE LANES or PASS.** The only exception to this is a white line separating a HOV lane on a freeway (Remember, school buses cannot travel in HOV lanes). A solid white line is also used to mark the edge of the highway as well as the boundary between a travel lane and a highway shoulder.
3. Yellow lines separate lanes of traffic moving in the opposite direction.
4. Broken or dashed yellow lines mean you may pass when it is safe to do so. See (B). **REMEMBER THAT SCHOOL BUSES SHOULD NEVER PASS.**
5. Solid yellow lines mean that you are not to cross over or pass.
6. Double yellow lines mean you cannot pass if the lines on your side are solid. See picture (C).



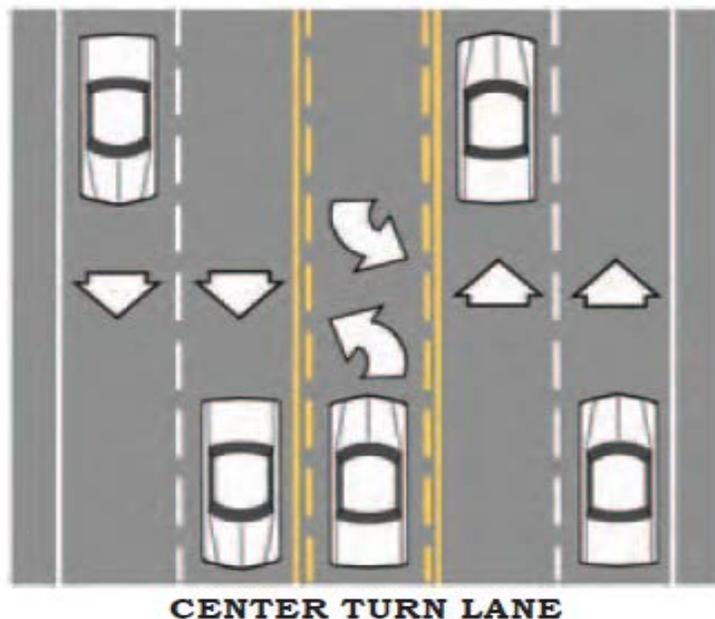
7. Crosswalk lines are marked by solid white lines or various patterns. Always stop your vehicle before the crosswalk. At some intersections, especially in small towns or in residential areas, crosswalks may not be marked. You still must yield to pedestrians in the intersection.
8. Stop lines are the wide white lines painted across a traffic lane where you must stop before you enter the intersection.

9. Dotted white lines may either indicate an extension of a lane line through an intersection, or may indicate exit-only lanes on a freeway.
10. Center lanes for left turns appear on many streets and roads. Most are marked on each side by solid yellow and broken yellow lines. You may cross these lines only to make a left turn onto or from the highway.

These are not travel lanes and cannot be used for passing. You may not travel more than 200 feet in a center turn lane before making a left-hand turn and you may not travel more than 50 feet in a center lane after making a left-hand turn onto the highway before merging with traffic.

(DMV Manual pg. 24, <http://www.dmvnv.com/pdf/forms/dlbook.pdf>)

**Do not
straddle
lanes.**



School Areas and School Zones

Traffic controls in school zones may include a combination of signs, signals, markings and school crossing guards. Violating the direction of a school crossing guard is a misdemeanor in Nevada. (NRS 484B.350, <http://www.leg.state.nv.us/NRS/NRS-484B.html#NRS484BSec350>)

In school zones the speed limit is either 15 or 25 mph. These speed limits are in effect on school days from half an hour before school begins to half an hour after school ends, unless otherwise posted.

Some areas may use flashing yellow lights to tell you when the speed limit is in effect. During hours students are actually in classes, these lights may be turned off; if so, the speed limit then reverts to the posted for non-school hours.

Signs and signals clearly show these speed limits and designate the hours when the speed limit is in effect, or that the speed limit is in affect when children are present.
(DMV Manual, pg. 25 <http://www.dmvnv.com/pdfforms/dlbook.pdf> and NRS 484b.363, <http://www.leg.state.nv.us/NRS/NRS-484B.html#NRS484BSec350>)



Pedestrian Crossings

Pedestrians crossing at an intersection must also obey traffic signals.

1. A RED LIGHT means do not cross unless a pedestrian signal or police officer directs otherwise.
2. A YELLOW LIGHT means caution. Pedestrians facing a yellow light must not start across the street unless a crosswalk signal or police officer directs you.
3. A GREEN LIGHT means that pedestrians may cross the intersection, unless a pedestrian signal or police officer directs you otherwise. If a crosswalk is marked, pedestrians are to use the marked area.



Pedestrians facing a greet turn arrow are not to cross unless a pedestrian signal or police officer allows them to do so.

(DMV Manual, pg. 22, <http://www.dmvnv.com/pdfforms/dlbook.pdf>)

Walk and Don't Walk Signals

Walk/Don't Walk signals are special stop and go lights for pedestrians. If these signals are in place, pedestrians are to obey them. This may also be indicated by a lighted pedestrian figure or hand symbol in the signal.

1. WALK means pedestrians facing the signal may cross the street or highway in the direction of the signal.
2. DON'T WALK, if flashing, means the signal is changing. Pedestrians may not start across the roadway. However, if you are partly across when this

begins flashing, you may continue to the sidewalk or safety island.

3. **DON'T WALK**, if constant, means pedestrians are not to cross. (DMV Manual, pg. 22, <http://www.dmvnv.com/pdfforms/dlbook.pdf>)

**Drivers should always be prepared
to yield to pedestrians.**

BASIC DRIVING LAWS

Right-of-Way

When approaching an intersection, Nevada law requires that you shall yield the right-of-way when:

1. At an intersection where there are no traffic signs or signals, the vehicle on your right should usually go first.
2. A vehicle already in the intersection has the right-of-way over others just getting there.
3. A vehicle going straight ahead, and that is already in the intersection, has the right-of-way over one turning left. After yielding (and properly signaling) the vehicle turning left then has the right-of-way.
4. Vehicles entering a main road from a minor road, private road or driveway must yield the right-of-way to all traffic on the main road and to pedestrians. (NRS 484b.250, <http://www.leg.state.nv.us/NRS/NRS-484B.html#NRS484BSec350> and DMV Manual, pg. 26, <http://www.dmvnv.com/pdfforms/dlbook.pdf>)

Other Right-of-Way rules

1. The right-of-way must be given to emergency vehicles approaching from any direction when they are sounding a siren or using their flashing lights. You must immediately drive to the right side of the road clear of any intersection, and stop until the emergency vehicle has passed. (NRS 484B.267, <http://www.leg.state.nv.us/NRS/NRS-484B.html#NRS484BSec350>)
2. At a 4-way stop, the driver reaching the intersection first gets to go first, after stopping completely.

3. When entering a freeway you yield right-of-way to traffic on the freeway. You may enter only when it is safe to do so.
4. Yield right-of-way to bicyclists who are riding on a bike path or lane.
5. Yield to funeral processions, and let the vehicles with headlights on pass as a group.
(NRS 484B.223, <http://www.leg.state.nv.us/NRS/NRS-484B.html#NRS484BSec350> and DMV Manual, pg. 26, <http://www.dmvnv.com/pdfforms/dlbook.pdf>)

Pedestrian Right-of-Way

1. Pedestrians in crosswalks and at intersections have the right-of-way over vehicles. (NRS 484B.283, <http://www.leg.state.nv.us/NRS/NRS-484B.html#NRS484BSec350>)
2. A blind person who is on foot and using a guide dog or other service animal or is carrying a white cane or walking stick has the right-of-way on a highway, street or road in this state. A driver must yield the right-of-way, come to a full stop if necessary, and take precautions before proceeding to avoid an accident or injury.
(NRS 484B.290, <http://leg.state.nv.us/NRS/NRS-484B.html> and DMV Manual, page 26 <http://www.dmvnv.com/pdfforms/dlbook.pdf>)



Controlling Speed - Nevada's Basic Speed Law

1. Nevada has a Basic Rule for driving at a “reasonable or proper” speed. This means that in addition to any posted speed limits you must consider:
 - a. The amount and type of traffic.
 - b. The weather and the distance you can see.
 - c. The condition of the road surface; that is, whether it is dry, wet, icy or snow covered.
 - d. The type of road:
 - i. Whether it is flat and straight or steep and curvy.
 - ii. Whether it is wide or narrow.

2. It also means that you are never to drive at a speed that endangers you or anyone else. Depending upon conditions, the safe speed may be considerably less than the posted speed limit.
3. Most people speed to save time. Let's look at how much or how little time is actually saved.
 - a. To travel 5 miles:
 - i. At 70 mph takes 4 minutes, 17 seconds. Savings over 60 mph = 43 seconds.
 - ii. At 60 mph takes 5 minutes. Savings over 55 mph = 27 seconds.
4. The next time you want to speed ask yourself:
 - a. Why am I in a hurry?
 - b. Does it really matter?
 - c. Is it worth endangering myself and others?
(DMV Manual, pg. 26 and 27,
<http://www.dmvnv.com/pdfforms/dlbook.pdf>)

If you are stopped for speeding and given a ticket, it will cost you both time and money and possibly your job!

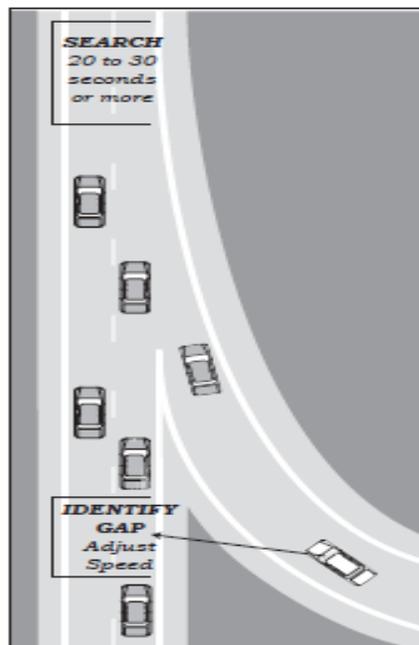
Freeway Driving

Entering a Freeway

1. Be sure to use the on ramp when you enter the freeway.
2. Using the merge or acceleration lane, look for an opening in traffic, signal and accelerate to the speed limit.
3. As you enter from a merging lane, you must yield to traffic already on the freeway. If you are already traveling on the freeway, watch for merging traffic and adjust your speed to allow safe and smooth merges.
4. Stay with the flow of traffic without exceeding the maximum speed limit (remember that you cannot exceed 55 mph in a school bus with students on

board).

5. Never travel in the extreme left lane or in HOV lanes.
6. Stay alert! Be prepared for rapid changes in road conditions and traffic flow. See ahead!
7. See around you, watch traffic all around you. Be aware of other drivers who are changing lanes, passing or slowing down.
8. Use your mirrors and do a 5-count mirror check while merging onto the freeway.
9. School buses ARE NOT PERMITTED TO ~~CANNOT~~ travel in HOV and express lanes.
(CDL Manual, pg. 28, <http://www.dmvnv.com/pdf/forms/dlbook.pdf>)



RAMP METERS, HIGH OCCUPANCY VEHICLE (HOV) LANES AND ROUNDABOUTS

Ramp Meters



If a freeway entrance is equipped with ramp meters and they are turned on, you must:

1. Pull up to the stop line and stop on red.
1. Be alert! The signal will change faster than a signal at an intersection.
2. Wait for the green light.
3. When the light turns green, proceed along the ramp and merge onto the freeway safely.

Some freeway entrance ramps have more than one travel lane, and each lane is controlled by its own ramp meter. School buses should be in the farthest right lane.

Some metered freeway ramps have HOV bypass lanes also known as carpool lanes. These lanes are marked with a diamond on the pavement and are not metered. School buses may enter the freeway in these HOV lanes.

(DMV Manual, pg. 29, <http://www.dmvnv.com/pdfforms/dlbook.pdf>)

High Occupancy Vehicle Lanes (HOV)

If there is an HOV bypass lane (also known as a carpool lane) while entering a freeway, marked with a diamond on the pavement, and the lane is not metered, school buses can use the HOV lane without stopping.

(NRS 484B.460, <http://www.leg.state.nv.us/Division/Legal/LawLibrary/NRS/NRS-484B.html> AND DMV Handbook, pg. 29, <http://www.dmvnv.com/pdfforms/dlbook.pdf>)

School buses CANNOT travel in HOV lanes.

Roundabouts

School buses CANNOT travel in HOV Lanes!

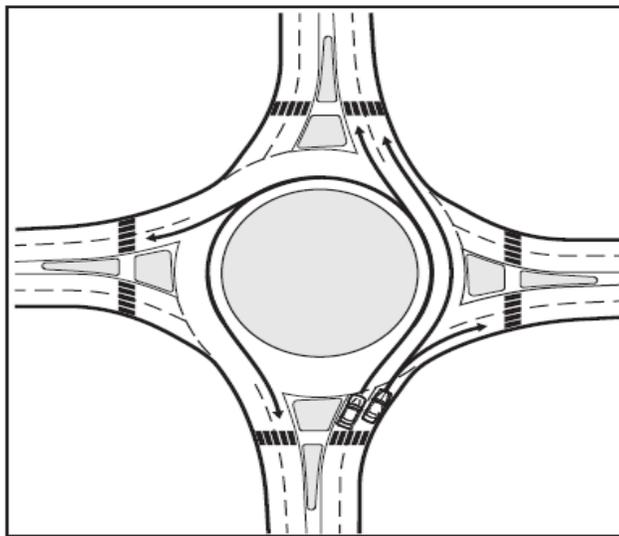
A roundabout is a large circular area in the middle of an intersection meant to control the right-of-way of vehicles. It is a traffic management tool that moves traffic through an intersection without the aid of traffic signals.

Entering traffic must yield the right-of-way to the traffic circulating within the roundabout and decrease speed while traveling in one direction with traffic already in the roundabout.

When approaching a roundabout:

1. Choose which lane to use as you would for any other intersection. Use the left lane to turn left, complete a U-turn or go straight. Use the right lane to turn right or go straight.
2. Yield. Those in the roundabout have the right-of-way. Wait for a gap in the traffic.

3. All vehicles in the roundabout travel in ONE DIRECTION – counterclockwise.
4. Never change lanes. If you are in the inside lane and miss your exit, you must continue around until you reach the exit again.
5. Use your right turn signal when exiting.
6. Commercial vehicles are permitted to use the truck apron provided around the center island to negotiate the tight turning radius.
(DMV Manual, pg. 34, <http://www.dmvnv.com/pdf/forms/dlbook.pdf>)



SIGNALING, TURNING, LANE CHANGES AND PASSING

Signaling

Using signals to tell others that you are going to change lanes, turn, slow down, stop or park is common courtesy and it is the law.

(DMV Manual, pg. 35, <http://www.dmvnv.com/pdf/forms/dlbook.pdf>)

When turning, you must make sure other drivers know your intentions. Signaling your intentions is important to safety. In addition to the above requirements, here are some general rules for signaling.

1. Signal early. It is the best way to keep others from trying to pass you.
2. Signal continuously. You need both hands on the wheel to turn safely. Don't cancel the signal until you have completed the turn.

3. Cancel your signal. Don't forget to turn off your turn signal after you have turned (if you don't have a self-canceling signal).
(CDL Manual pg. 2-21 <http://www.dmvnv.com/pdf/forms/dlbookcomm.pdf>)

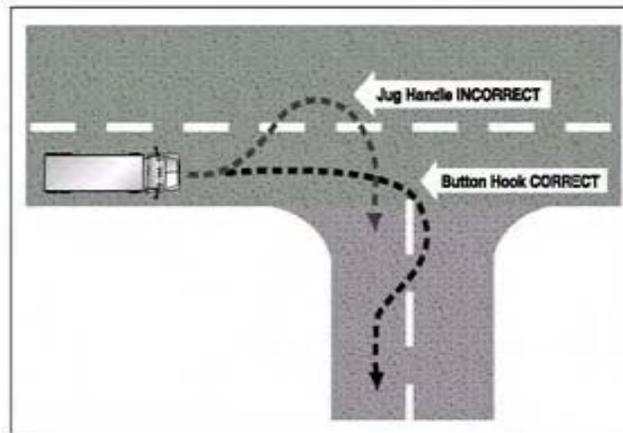
When turning, you must activate your turn signal 100 feet in a business or residential district and at least 300 feet in any other area. Remember to cancel your signal after each lane change when making multilane changes.

(NRS 484.413, <http://www.leg.state.nv.us/NRS/NRS-484B.html#NRS484BSec257>)

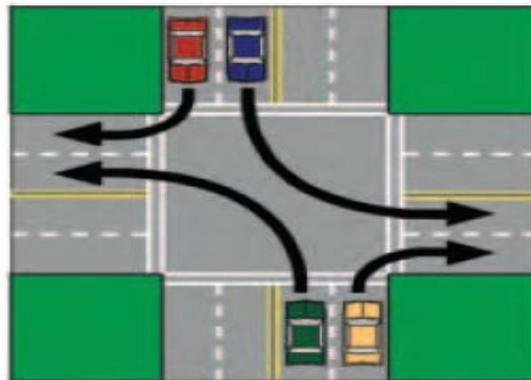
Turning

1. To make safe and legal turns you must:
 - a. Make sure you are in the correct lane well ahead of time.
 - b. Look ahead, behind and to each side of your vehicle.
 - c. Be aware of other drivers and pedestrians.
 - d. Signal your turn at least 100 feet ahead on city streets and 300 feet on open highways.
 - e. Watch and obey traffic signals, signs and pavement markings that direct your movement.
 - f. Allow time and space to make your turn safely.
 - g. Yield the right-of-way to pedestrians and other traffic.
 - h. Steer through the turn and accelerate to the speed of traffic. Be sure your turn signal is off after you enter the flow of traffic.

4. When **TURNING RIGHT** you must be in the extreme right-hand travel lane or a lane designated for right turns. If a single lane is provided to be used only for turning, you may only enter the lane if you are making a right turn, and may not travel through an intersection while driving in the right-turn lane. Turn into the right-hand lane of the roadway you are entering, or the lane designated for the turn. If you then need to change lanes, signal and proceed carefully to the next lane when you are well away from the intersection.



5. When **TURNING LEFT** keep your wheels pointed straight ahead until you begin to actually complete the turn. On a 2-way road use the lane just to the right of the center line, and complete the turn into the traffic lane closest to you going in your intended direction. Do not attempt to change lanes until you can do so safely. (DMV Manual, pg. 35-36, <http://www.dmvnv.com/pdfforms/dlbook.pdf>)



Lane changes

When you want to change lanes, you must:

1. Do a 5-count mirror check.
2. Activate your turn signal 100 feet on city streets, 300 feet on highway or freeways, before changing lanes.
(NRS 484B.257, <http://www.leg.state.nv.us/NRS/NRS-484B.html#NRS484BSec257>)
3. When making multilane changes, make sure to cancel your turn signal after each lane change.

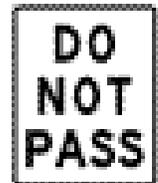
Changing lanes while traveling through an intersection is prohibited!

4. Do not change lanes in an intersection.
(DMV Manual, pg. 36, <http://www.dmvnv.com/pdfforms/dlbook.pdf>)
5. Change lanes slowly and smoothly. That way the driver you didn't see may have a chance to honk their horn or avoid your vehicle.
(CDL Manual , pg. 2-21,
<http://www.dmvnv.com/pdfforms/dlbookcomm.pdf>)

Passing

Safe passing rules depend on the type of street or highway you are using. School buses are big and heavy and passing should only occur when ABSOLUTELY necessary. School buses cannot exceed the 55 mph when passing with students on board. Never use the shoulder of the road to pass.

1. Passing is not safe for school buses on two-lane roads and should not be made. If you must pass make sure:
 - a. You can see clearly ahead and there is no immediate oncoming traffic;
 - b. There is a broken yellow line on the highway or when the broken yellow line is in your lane; and
 - c. It is safe to do so.



2. You must not pass on a two-lane road when:

- a. Coming to a curve or the top of a hill where you cannot see far enough ahead to be safe.
- b. At a street crossing or within 100 feet of a street crossing.
- c. At a railroad crossing or within 100 feet of it.
- d. Where there is a double solid yellow line on the highway.
- e. Where there are signs prohibiting passing.



3. On multi-lane streets and highways.

You may pass vehicles traveling in the same direction on the left if there are no signs or highway markings that indicate passing is not allowed, and it can be done safely. Remember to signal, do a 5-count mirror check. Never pass

to the left of a driver who is making a left turn.
(DMV Manual, pg. 37, <http://www.dmvnv.com/pdf/forms/dlbook.pdf>)

4. Never pass a school bus.

USING YOUR MIRRORS

Proper adjustment and use of all mirrors is very important to the safe operation of the school bus in order to observe the danger zone around the bus and look for students, traffic and other objects. One of the most important safe driving skills is proper mirror adjustment. Most accidents are the result of improper mirror usage.

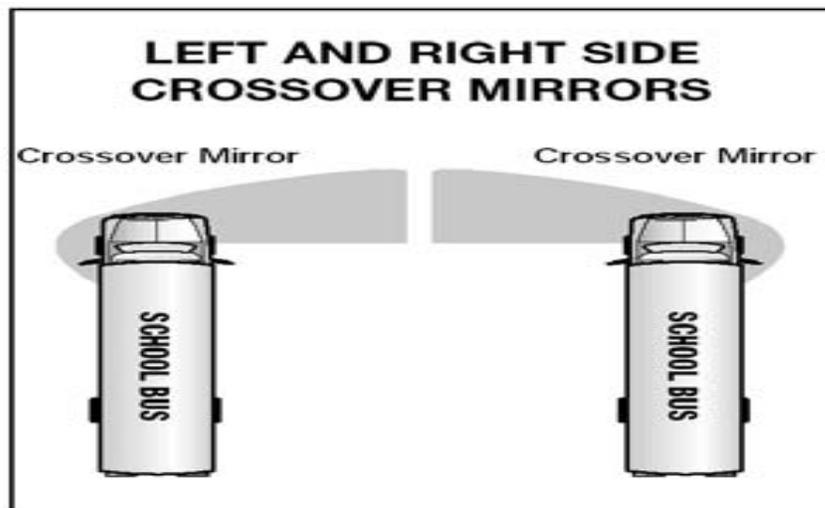
Types of Mirrors on School Buses

1. **INSIDE STUDENT/REAR VIEW MIRROR:** This mirror is mounted directly above the windshield on the driver's side. It is used to monitor student activity inside the bus.

This mirror has limited visibility directly in the back of the bus at the floor and directly behind the driver's seat as well as a large blind spot area that begins at the rear bumper and can extend up to 400 feet or more behind the bus.

2. **CROSSOVER MIRRORS:** These mirrors are mounted on both the left and right front corners of the bus. They are used to see the front bumper "danger zone" area directly in front of the bus that is not visible by direct vision, and to view the "danger zone" area to the left and right side of the bus, including the service front wheel area.

Crossover mirrors do not accurately reflect size or distance.

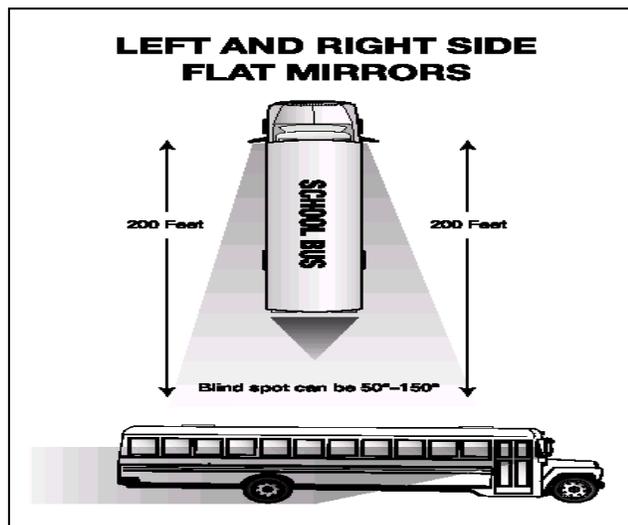


3. **FLAT MIRRORS:** These mirrors are mounted at the left and right front corners of the bus. They are used to monitor traffic, clearances and students on the sides and to the rear of the bus.

The blind spot is immediately below and in front of each mirror. The blind spot behind the bus extends 50 to 150 feet.

To ensure that the mirrors are properly adjusted so you can see:

- a. 200 feet or 4 bus lengths behind the bus.
- b. Along the sides of the bus.
- c. The rear tires touching the ground.



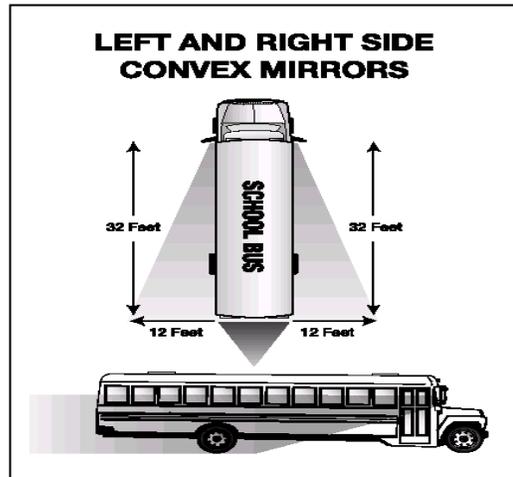
4. **CONVEX MIRRORS:** These mirrors are located below the outside flat mirrors. They are used to monitor the left and right sides of the bus at a wide angle. They provide a view of traffic, clearances and students at the side of the bus.

Convex mirrors give a distorted view that does not accurately reflect size or distance from the bus.

You should position these mirrors to see:

- a. The entire side of the bus up to the mirror mounts.
- b. Front of the rear tires touching the ground.

- c. At least one traffic lane on either side of the bus.
- d. At least one traffic lane on either side of the bus.
(CDL Manual, pg. 10-1,
<http://www.dmvnv.com//pdfforms/dlbookcomm.pdf>)



Five-Count Mirror Check

Proper mirror use is one of the most important safety factors to safe driving. When checking your mirrors, you need to use the 5-count mirror check. This system of checking your mirrors needs to become automatic. When conducting a 5-count mirror check, start and end on the traffic side.

1. **Count 1** - Starting on the traffic side, check the mirrors;
2. **Count 2** - Check the overhead rear view mirror;
3. **Count 3** – Check the opposite mirrors;
4. **Count 4** – Check the overhead rear view mirror; and
5. **Count 5** – Check the mirrors on the traffic side.

Include the front cross-view mirrors anytime students are anywhere near the bus.

Most school buses load and unload on the right side of the street. When loading students on the right, the 5-count mirror check would be left mirrors, overhead rear view mirror, right side mirrors, overhead rear view mirror and the left mirrors.

When checking mirrors, it is important to move your body (rock back and forth) to help you see in your blind spots.

Developing Good Mirror Use

1. Before starting out from any stop, be sure to check all mirrors, using the 5-count mirror check. Make sure to check for traffic, pupils, (on and off the bus), pedestrians and bicycles – anything! Know what's happening around you before you move;
2. Mirrors are essential to use before and during all turns. Check traffic and back swing clearance before turning; **and**
3. As a school bus driver you will find that you will be using mirrors more than in your car. The easiest way to learn good mirror use is to set a pattern so it will become habit.



DRIVING THE SCHOOL BUSES

Backing up the Bus

Backing a school bus is **STRONGLY discouraged**. Because you cannot see everything behind your bus, backing is always dangerous. Avoid backing and look for ways to go around instead of backing. When you park, try to park so you will be able to pull forward when you leave.

You should never back a school bus when students are outside or around the bus. Backing is dangerous!

Nevada Law says that the driver of a vehicle:

1. Shall not back the vehicle unless such movement can be made with reasonable safety and without interfering with other traffic.
2. Shall not back into an intersection, on or over a crosswalk, or around a street corner; and
3. Shall in every case yield the right-of-way to moving traffic and pedestrians.
(NRS 484B.113,
<http://www.leg.state.nv.us/Division/Legal/LawLibrary/NRS/NRS-484B.html#NRS484BSec113>)

If you must back up:

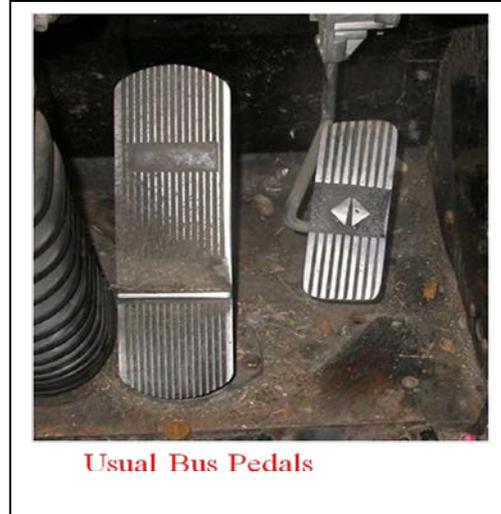
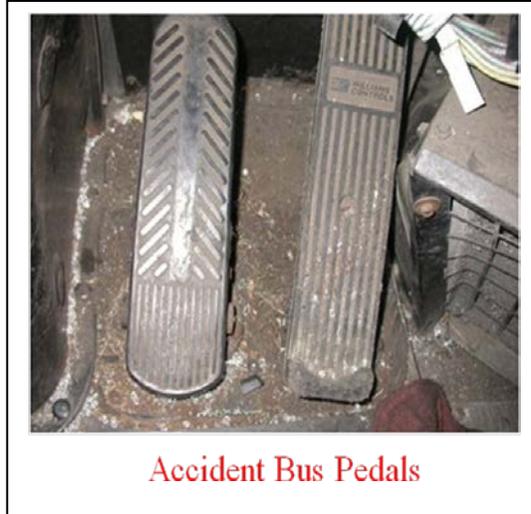
1. Start in the proper position. Put the bus in the best position to allow you to back safely.

2. Look at your path. Look at your line of travel before you begin. Get out and walk around the bus. Check your clearance to the sides and overhead.
3. Constantly check all mirrors, using the 5-count mirror check.
4. Use a helper or lookout. The helper should stand near the back of your bus where you can see them. Work out a hand signal you both understand which means “STOP.”
5. If no lookout is available:
 - a. Set the parking brake.
 - b. Turn off the motor and take the keys with you.
 - c. Walk to the rear of the bus to determine whether the way is clear.
6. If you must back-up at a student pick-up or drop-off point, be sure all students are on the bus before backing.
7. Signal for quiet on the bus. Turn off all noisy equipment.
8. Honk your horn so others know you are backing up the bus.
9. Back slowly and smoothly.
(CDL Manual, pg. 2-8,
<http://www.dmvnv.com//pdfforms/dlbookcomm.pdf>)

Brake Pedal Misapplication

The National Transportation Safety Board reported there were five accidents, four with school buses that were due to brake misapplication. In all instances the drivers reported that they had their foot on the brake pedal.

In these accidents, the common factor to brake misapplication was that the drivers were not driving their regular buses. There were no other contributing factors, such as fatigue, brake or vehicle malfunction. In addition, there was no roadway evidence of braking. (NTSB 2009 Report to NASDPTS)



Communicating While Driving the Bus

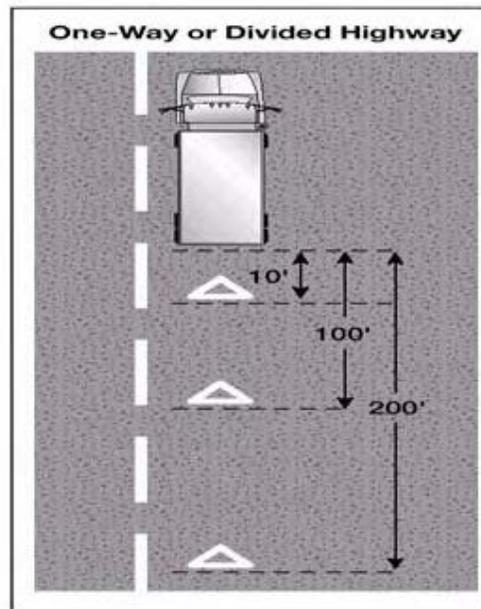
1. **SIGNAL YOUR INTENTIONS** - Signaling what you intend to do is important for safety. Here are some general rules for signaling.
 - a. **TURNS** - There are three good rules for using turn signals:
 - i. Signal early, well before you turn.
 - i. Signal continuously. Don't cancel the turn signal until you have completed the turn.
 - ii. Cancel your signal after you've completed the turn.
 - b. **LANE CHANGES** – Put your turn signal on before changing lanes. Change lanes slowly and smoothly.
 - c. **SLOW DOWN** – Warn drivers behind you when you plan to slow down. A light tap on the brake pedal should be sufficient to warn drivers who are following you.
 - d. **USE FOUR-WAY FLASHERS** – Use the four-way emergency flashers for times when you are driving slowly or are stopped. When it's Hard to see and visibility is limited, you need to make yourself easier to see. If you are having a hard time seeing other cars, other drivers are having a hard time seeing you. Turn on your headlights to help others see you.

2. **COMMUNICATING YOUR PRESENCE** – Drivers may not notice your vehicle even when it's in plain sight. To help prevent accidents, let them know you're there.

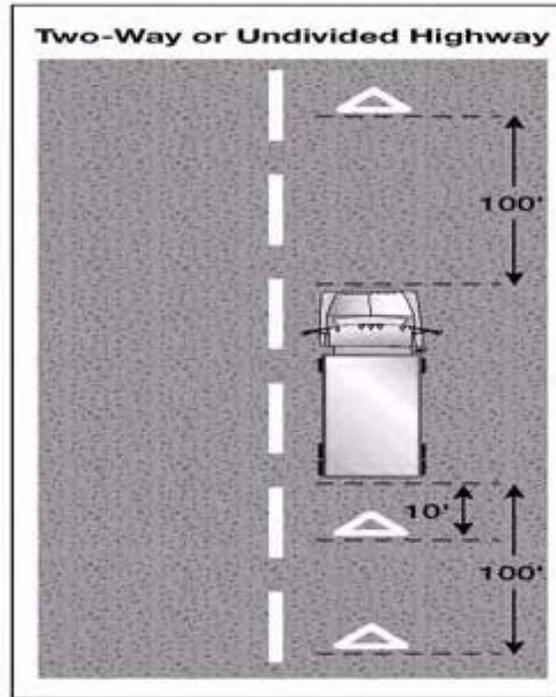
- a. **WHEN IT'S HARD TO SEE** - At dawn, dusk, in rain, or snow, you need to make yourself easier to see. If you are having trouble seeing other vehicles, other drivers will have trouble seeing you. Turn on your lights.
- b. **WHEN PARKED AT THE SIDE OF THE ROAD** – When you pull off the road and stop, be sure to turn on the four-way emergency flashers.

If you must stop on a road or shoulder of any road, you must put out your emergency warning devices within ten minutes. Place your warning devices at the following locations:

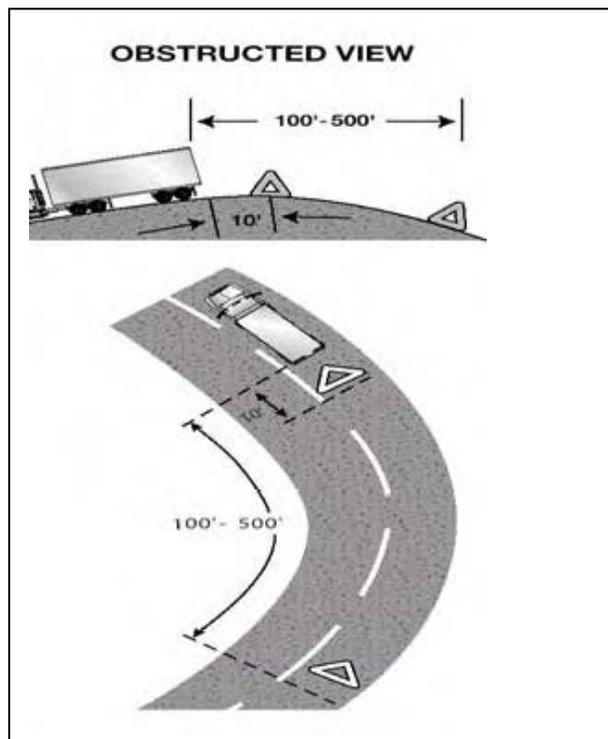
- i. On a one-way or divided highway, place warning devices 10 feet, 100 feet, and 200 feet toward the approaching traffic.



- ii. On a two-lane road carrying traffic in both directions or on an undivided highway, place warning devices with 10 feet of the front or rear corners or mark the location of the vehicle and 100 feet behind and ahead of the vehicle.



- iii. On any hill, curve, or other obstruction that prevents other drivers from seeing the vehicle within 500 feet. (CDL Manual, pg. 2-13, <http://www.dmvnv.com/pdf/forms/dlbookcomm.pdf>)



Maximum Speed Limits for School Buses

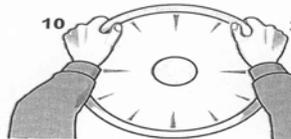
All school buses shall not exceed the maximum posted speed limit. However, Nevada law states that you **CANNOT** drive a loaded school bus above 55 mph. (NRS 484B.360, <http://leg.state.nv.us/NRS/NRS-484B.html>)

Check your school district policy on speed limits while driving a school bus that does not have students on the bus.

You CANNOT exceed 55 MPH in a school bus with students on board.

Steering the Bus

To steer your bus, hold the steering wheel firmly with both hands at the “ten and two o’clock” or the “nine and three” positions with your thumbs on the outside of the steering wheel. Your hands should be on the opposite sides of the steering wheel to prevent the bus from pulling away. Steer smoothly, turning the wheel with a “hand-over-hand” or “push-pull” method, always keeping your thumbs on the outside of the wheel.



Stopping the Bus

A school bus is much heavier than other vehicles, and it requires the driver to begin braking earlier in order to stop smoothly. For a smooth stop:

1. Get the big picture and begin slowing down far in advance of the stop;
2. “Feather” the brake by slightly reducing pressure on the brake pedal. This action will release a small amount of brake pressure right before the stop is complete, making a smoother stop.
3. Never stop suddenly unless absolutely necessary to avoid a collision. Students could be thrown around the bus;
4. Always maintain a safe following distance. The following distance should be

long enough for you to be able to safely and smoothly stop the bus under any condition.

5. “Short stopping/brake check” is not acceptable for stopping the bus

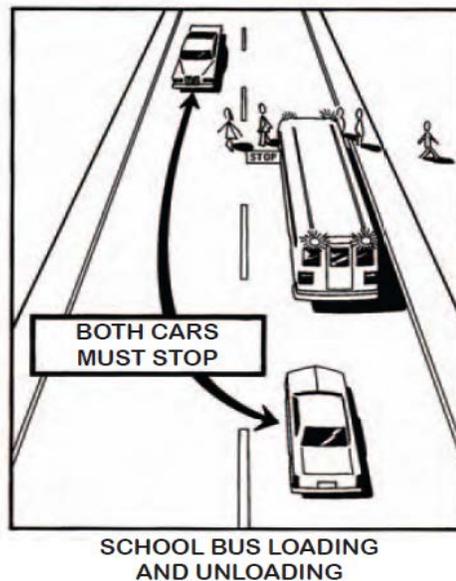
When Vehicles are required to stop for school buses

Vehicles are required to stop for school buses that are loading and unloading students. A driver must stop at any location for a school bus displaying a flashing red light STOP signal. The driver may not attempt to overtake or proceed past the school bus until the school bus driver has turned off the flashing red stop arm lamps.

There is an exception to this rule; on divided highways, you need to stop only when you are traveling in the same direction as the school bus.

(DMV Manual, pg. 49, <http://www.dmvnv.com/pdf/forms/dlbook.pdf>)

Nevada law allows school bus drivers to report violations to the school district and the Department of Motor Vehicles. When this occurs, the registered owner of the vehicle will be sent a warning letter explaining the seriousness of the violation. (NRS 484B.353, <http://leg.state.nv.us/NRS/NRS-484B.html>)



Turning the Bus Around

If you must turn the bus around, you need to have at least 500 feet of unobstructed visibility in both directions and plenty of room to turn the bus around without backing up. There are three different ways to turn a bus around:

1. Forward turn-around: The safest way to turn around is a forward turn around. Select an area that is large enough to turn around without backing up the bus. Slowly move the bus forward in a wide circle to turn around.
2. Right side-road turn-around: The second safest way to turn the bus around is to use a side road on the driver's right side. To do a right side-road turn-around, select a safe, intersecting side road on the right. Drive far enough past the side road to clearly see it behind and to the right of the bus. To turn around, cautiously back the bus onto the side road and then turn into the correct lane of travel.
3. Left side-road turn-around: Sometimes you might have no choice for turning the bus around except to use a side road on the left. To perform the left side-road turn-around, make a standard left turn onto a safe, intersecting side road, and then cautiously back onto the main road to turn the bus around. If you must perform this maneuver, move cautiously: Backing onto a main road can be very dangerous.
4. For safety, remember these important rules for turning the school bus around:
 - a. Turn around only at places designated by your district transportation department.
 - b. Always keep the bus in the proper lane of travel.
 - c. Observe all the precautions for backing. If you must turn the bus around by backing at a passenger stop, make sure all the passengers are on the bus while you are backing; and
 - d. If you are loading passengers at the turnaround point, load them onto the bus before you back up. If unloading students, you unload them after the turn around point.
5. U-turns are not permitted.
6. Inform your school district transportation personnel of any turn-around problems you might notice on your route..

**SCHOOL BUSES ARE NOT ALLOWED
TO MAKE U-TURNS!**

MANAGING SPACE

Space Ahead

Of all the space around your bus, it is the area ahead of the vehicle-the space you're driving into-that is most important.

You need space ahead in case you must suddenly stop.

In order to have enough space ahead, you need at least one second for each 10 feet of vehicle length at speeds below 40 mph. At greater speeds, you must add one second for safety.

To see how much space you should keep in front of you? One good rule says you need at least one second for each 10 feet of vehicle length at speeds below 40 mph. At greater speeds, you must add 1 second for safety. For example, if you are driving a 40-foot vehicle, you should leave 4 seconds between you and the vehicle ahead. In a 60-foot rig, you'll need 6 seconds. Over 40 mph, you'd need 5 seconds for a 40-foot vehicle and 7 seconds for a 60-foot vehicle.

HEAVY VEHICLE FORMULA
For timed interval following distance

- 1 second required for each 10 feet of vehicle length at speeds under 40 MPH
- Above 40 MPH use same formula, then add 1 second for the additional speed



40 foot truck (under 40 MPH) = 4 seconds



50 foot truck (above 40 MPH) = 6 seconds



60 foot truck (under 40 MPH) = 6 seconds

**Following too close is
the major cause of
accidents.**

To know how much space you have, wait until the vehicle ahead passes a shadow on the road, a pavement marking, or some other clear landmark. Then count off the seconds like this: “one thousand-and-one, one thousand-and-two” and so on, until you reach the same spot.

(CDL Manual, pg. 2-16, <http://www.dmvnv.com/pdf/forms/dlbookcomm.pdf>)

Space Behind

You can't stop others from following you too closely. But there are things you can do to make things safer.

1. **Stay to the Right:** School buses are heavy, slow moving vehicles that are often tailgated. You can prevent other vehicles from tailgating your bus by traveling in the right lane.
2. **Dealing with Tailgaters:** In large school buses, it is hard to see if a vehicle is close behind you. You may be tailgated:
 - a. If you are traveling slowly; **or**
 - b. Driving in Bad Weather.
3. **Dealing with Tailgaters Safely:** If you find yourself being tailgated, here are some things you can do to prevent the chances of an accident:
 - a. Avoid quick changes;
 - b. Increase your following distance;
 - c. Do not speed up; and
 - d. Avoid tricks that can aggravate other drivers.
(CDL Manual, pg.2-17,
<http://www.dmvnv.com//pdfforms/dlbookcomm.pdf>)

Space Cushion

The term **Space Cushion** refers to the clear area you should have around your vehicle. A space cushion is having an escape route if you need to take evasive action. If you cannot maintain your space cushion in one direction, you should be aware of it and leave yourself an out in another direction.

Space Overhead

Hitting overhead objects is a danger because school buses are large. You need to make sure you always have enough overhead clearance.

1. Never assume that the heights posted at bridges and overpasses are correct. Re-paving or packed snow may have reduced the clearance.

2. If you doubt you have enough safe space to pass under an object, take another route and notify your supervisor. Warnings are not always posted.
3. Some roads are uneven and may cause a vehicle to tilt. There can be a problem clearing objects along the edge of the road.
4. Watch out for objects at the side of road like signs, tree branches, electrical wiring or bridge supports. Always drive closer to the center of the road; **and**
5. If you have to back into an area, get out and check for overhanging objects. (CDL 2-18, <http://www.dmvnv.com/index.htm>)

Space to the Sides

School buses are wide and take up most of a lane. In order to manage what little space you have by keeping your bus centered in your lane and avoid driving next to others. Here are some hints to help you:

1. Stay centered in your lane.
2. When traveling next to others you need to be extra cautious because:
 - a. Another driver may change lanes suddenly and turn into you.
 - b. You may be trapped when you need to change lanes.
 - c. You will not be able to leave yourself an out; **or**
 - d. Strong winds can make it difficult to maintain your lane. (CDL Manual, Pg. 2-18, <http://www.dmvnv.com//pdfforms/dlbookcomm.pdf>)

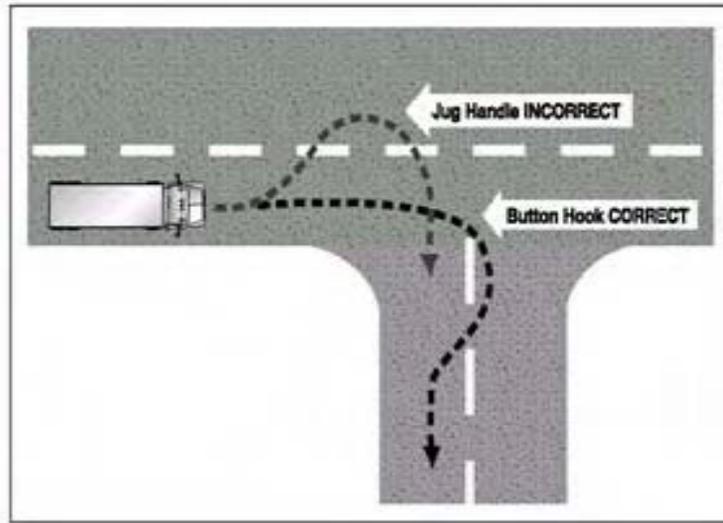
Space for Turns

The space around a bus is important in turns. Because of wide turning and offtracking, large vehicles can hit other vehicles or objects during turns.

1. **RIGHT TURNS** – Here are some rules to help prevent right-turn crashes:
 - a. Turn slowly to give yourself and others more time to avoid problems.
 - b. If you bus cannot make the right turn without swinging into another lane, turn wide as complete the turn. Keep the rear of

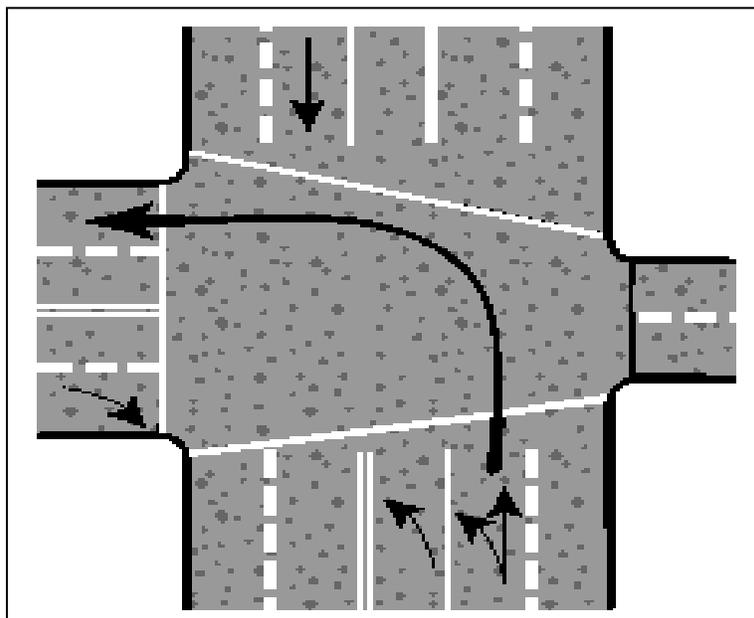
your vehicle close to the curb.

- c. Don't turn wide to the left as you start the turn. A driver may try to pass you on the right.
- d. If you must cross into the oncoming lane to make a turn, watch out for vehicles coming toward you.



- 2. **LEFT TURNS** – On a left hand turn, make sure you have reached the center of the intersection before you start the left turn. If you turn too soon, the left side of your vehicle may hit another vehicle because of offtracking.

If there are two or more left hand turn lanes, always take the outside right turn lane. Don't start in the inside lane because you may have to swing right to make the turn.



Space to Cross or Enter Traffic

Be aware of the size and weight of your vehicle when you cross or enter traffic. Here are some important things to keep in mind.

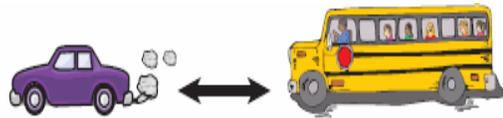
1. Because of the slow acceleration and the space large school buses require, you may need a much larger gap to enter traffic that you would in your car.
2. Acceleration varies with the load. Allow more room if your school bus is loaded.
3. Before crossing a road, make sure you can get all the way across before traffic reaches you.

(CDL Manual, pg. 2-19,

<http://www.dmvnv.com/pdf/forms/dlbookcomm.pdf>)

CONTROLLING SPEED

Speed and Stopping Distances



Driving too fast is a major cause of fatal accidents. You must adjust your speed depending on driving conditions. These include traction, curves, visibility, traffic, and hills.

There are four things that add up to total stopping distance:

- Perception Distance
- + Reaction Distance
- + Brake Lag Distance (for vehicles with air brakes)
- + Braking Distance
- = Total Stopping Distance

1. **Perception Distance:** This is the distance your vehicle travels from the time your eyes see a hazard until your brain recognizes it. The perception time for an alert driver is 3/4 second. At 55 mph, you will travel 60 feet in 3/4 of a second.
2. **Reaction Distance:** This is the distance traveled from the time your brain tells your foot to move from the accelerator until your foot is actually pushing the brake pedal. The average driver has a reaction time of 3/4 second. This accounts for an additional 60 feet traveled at 55 mph.
3. **Brake Lag Distance:** For vehicles with air brakes, there is approximately a 1/2 second delay in brake response time from the moment when you press the

brake pedal to the point when the brakes engage. This delay is caused by the amount of time required for the air to flow through the brake lines. During the average ½ second brake lag delay, the vehicle moving at 55 miles per hour will travel an additional 32 feet.

4. **Braking Distance:** This is the distance it takes to stop your vehicle once the brakes are applied. At 55 mph on dry pavement with good brakes it can take a heavy vehicle about 170 feet to stop, about 4 ½ seconds.
5. **Total Stopping Distance:** Is the total distance it takes to stop your vehicle. At 55 mph it will take about six seconds to stop and your vehicle will travel about the distance of a football field. (60 + 60+ 170=290 feet)
6. **The Effect of Speed on Stopping Distance:** Whenever you double your speed, it takes about four times as much distance to stop and your school bus will have four times the destructive power if it crashes. High speeds increase the stopping distance greatly. By slowing down a little, you can gain a lot in reduced braking distance. (CDL Driver's Manual 2-25)

The Effect of Vehicle Weight on Stopping Distance: The heavier the vehicle, the more work the brakes must do to stop it and the more heat they absorb. (CDL Manual 2-14, <http://www.dmvnv.com/index.htm>)

**Following too close is the
major cause of accidents.**

Effect of Speed on Stopping Distance

Whenever you double your speed, it takes about four times as much distance to stop and your vehicle will have four times the destructive power if it crashes. High speeds increase stopping distances greatly. By slowing down a little, you can gain a lot in reduced braking distance.

(CDL Manual 2-25, <http://www.dmvnv.com/index.htm>)

Effect of Vehicle Weight on Stopping Distance

The heavier the vehicle, the more work the brakes must do to stop it and the more heat they absorb. But the brakes, tires, springs, and shock absorbers on heavy vehicles are designed to work best when the vehicles is fully loaded.

(CDL Manual 2-25, <http://www.dmvnv.com/index.htm>)

Matching Speed to the Road Surface

You can't steer or brake a vehicle unless you have traction. Traction is friction between the tires and the road. There are some road conditions that reduce traction and call for lower speeds.

1. Slippery Surfaces-It will take longer to stop and it will be harder to turn without skidding when the road is slippery. Wet roads can double stopping distance. Reduce speed by about one third (e.g., slow from 55 to 35 mph) on a wet road. On packed snow, reduce speed by at least half. If icy, reduce speed to a crawl.
2. Identifying Slippery Surfaces-Sometimes it's hard to know if the road is slippery. Here are some signs of slippery roads:
 - a. Shaded areas-Shady parts of the road will remain icy and slippery long after open areas have melted.
 - b. Bridges-When the temperature drops, bridges will freeze before the road will.
 - c. Melting Ice-Slight melting will make ice wet. Wet ice is much more slippery than ice that is not wet.
 - d. Black Ice-Black ice is a thin layer that is clear enough that you can see the road underneath it. It makes the road look wet.
 - e. Vehicle Icing-An easy way to check for ice is to open the window and feel the front of the mirror, mirror support, or antenna. If there's ice on these, the road surface is probably starting to ice up.
 - f. Just after Rain Begins-Right after it starts to rain, the water mixes with oil left on the road by vehicles.
 - g. Hydroplaning-In some weather, water or slush collects on the road. When this happens, your vehicle can hydroplane. It's like water skiing, the tires lose their contact with the road and have little or no traction. You may not be able to steer or brake. You can regain control by releasing the accelerator. This will slow your vehicle and let the wheels turn freely. If the vehicle is hydroplaning, **DO NOT USE THE BRAKES TO SLOW DOWN.**

(CDL Manual 2-25, <http://www.dmvnv.com/index.htm>)

When driving on slippery surfaces, NEVER USE engine brakes or CRUISE CONTROL!

Speed and Curves

Drivers must adjust their speed for curves in the road. If you take a curve too fast, two things can happen. The tires can lose their traction and continue straight ahead, so you skid off the road. Or the tires may keep their traction and the vehicle rolls over. Tests have shown that trucks with a high center of gravity can roll over at the posted speed limited for a curve.

Slow to a safe speed BEFORE you enter a curve. Braking in a curve is dangerous because it is easier to lock the wheels and cause a skid.

(CDL Manual, pg. 2-26, <http://www.dmvnv.com/pdf/forms/dlbookcomm.pdf>)

Speed and Distance Ahead

You should always be able to stop within the distance you can see ahead. Fog, rain or other conditions may require that you slowdown to be able to stop in the distance you can see. At night, you can't see as far with low beams as you can with high beams. When you must use low beams, slowdown.

(CDL Manual, pg. 2-26, <http://www.dmvnv.com/pdf/forms/dlbookcomm.pdf>)

Speed and Traffic Flow

When you're driving in heavy traffic, the safest speed is the speed of other vehicles. Vehicles going the same direction at the same speed are not likely to run into one another. Drive at the speed of the traffic without exceeded the speed limit.

(CDL Manual 2-26, <http://www.dmvnv.com/index.htm>)

Speed on Downgrades

Your vehicle's speed will increase on downgrades because of gravity. Your most important objective is to select and maintain a speed that is not too fast for the:

1. Total weight of the vehicle and the passengers
2. Length of the grade
3. Steepness of the grade
4. Road conditions
5. Weather

(CDL Manual 2-26, <http://www.dmvnv.com/index.htm>)

**All portable communication devices must
be TURNED OFF when refueling!**

AM/FM RADIOS AND CASSETTE/CD PLAYERS ON THE BUS

The use of AM/FM radios in a school bus should be minimal. If used, the volume must be kept low enough so that you can hear all that is going on around you. Some school districts have lists of approved radio stations, while some school districts do not permit the use of these devices at all. Be sure to check your school district policy.

When in use, the music shall be for the comfort and calming of your students. The music must be kept at a minimum volume and not be offensive to your students. Refer to your school district policy.

CHAPTER 4: HAZARDOUS CONDITIONS & DEFENSIVE DRIVING

COMMUNICATION DEVICES



Two-Way Communication Devices

Two-way communication devices are essential to safety, however, their use is restricted to business purposes and emergencies only.

You are allowed to use two-way communication devices if you are reporting a medical emergency, a safety hazard or criminal activity or if you are requesting assistance relating to a medical emergency, a safety hazard or criminal activity.

Cell Phones

Talking on cell phones is dangerously distracting AND NOT PERMITTED while operating the bus. Effective January 3, 2012, FMCSA §392.82 passed a final rule that said:

1. No driver shall use a hand-held mobile telephone while driving a CMV.
2. No motor carrier shall allow or require its drivers to use a hand-held mobile telephone while driving a CMV.
3. For the purposes of this section, driving means operating a commercial motor vehicle on a highway, including being temporarily stationary because of traffic, a traffic control device, or other momentary delays.
http://www.fmcsa.dot.gov/rules-regulations/administration/rulemakings/final/Mobile_phone_NFRM.pdf

Using your cell phone or any other electronic portable device, with or without an earpiece, while operating the school bus is PROHIBITED.

Texting

FMCSA has several studies showing the dangers of texting. “Total eyes-off-road time when texting while driving is extremely risky” and “research shows that the odds of being involved in a safety-critical event (e.g., crash, near-crash, unintentional lane deviation) is 23.2 times greater when texting while driving.

As of October 27, 2010, federal law prohibits a driver from texting while operating a CMV.

If caught texting and driving, you will be disqualified to drive a CMV.

In Nevada, it is illegal to manually type or enter text into a cellular telephone or other handheld wireless communications device, or sends or read data using any such device to access or search the Internet or to engage in non-voice communications with another person, including, without limitation, texting, electronic messaging and instant messaging. (NRS 484b.165, <http://leg.state.nv.us/NRS/NRS-484B.html>)

If you are convicted of texting, you are disqualified from operating a CMV and your employer cannot allow you to operate the vehicle. Your employer is also prohibited from requiring or allowing their drivers to engage in texting while driving a CMV.

(FMCSA §392.80, http://www.fmcsa.dot.gov/rules-regulations/administration/rulemakings/rule-programs/rule_making_details.aspx?ruleid=323)

**All portable communication devices must
be TURNED OFF when refueling!**

HAZARDOUS DRIVING CONDITIONS

Driving in Fog

The best advice for driving in fog, is to pull off the road until visibility is better. If you must drive in fog, be sure to:

1. Obey all warning signs
2. Drive slowly
3. Turn on your low beam lights and be prepared for emergency stops.
4. **DO NOT USE** your 4-way flashers; **and**
5. **USE** the strobe light, if your bus is equipped with one.
(CDL Manual, pg. 2-34, <http://www.dmvnv.com/pdf/forms/dlbookcomm.pdf>)

Driving at Night

Driving at night is more hazardous than during the daytime. Drivers can't see hazards as well as during daylight and there is less time to respond. Drivers caught by surprise are less able to avoid a crash. You can make your night driving safer by:

1. Always drive within the range of your headlights.

2. Keep your speed in control and within required speed limits.
3. Do not look directly into the headlights of oncoming vehicles; look down and to the right side of your lane.
4. Use the road edge line or center line for a guide.
5. Keep your windshield clean, inside and out.
6. Never wear sunglasses when driving at night.
7. At night pedestrians are difficult to see-be aware!

Legally, you must use your headlights from a half hour after sunset until a half hour before sunrise. Headlights are also required because of insufficient light and anytime persons or vehicles cannot be clearly seen at a distance of 1,000 feet. Using your headlights is advised whenever you are driving in rain, snow or fog. Headlights are also required when directed by an official traffic control device.

1. Use high beams in open country at night. Change to low beams at least 500 feet before any oncoming vehicles and 300 feet before any vehicle you are following.
2. You may flash the headlights to warn a driver ahead you intend to pass.
3. Keep headlights clean.
(DMV Manual, pg. 41, <http://www.dmvnv.com/pdf/forms/dlbook.pdf>)

Here are some other factors that make night driving dangerous:

1. Driver Factors
 - a. Vision: People cannot see as clearly at night. Your eyes need time to adjust in dim light.
 - b. Glare: Drivers can be blinded by bright light. Glare from your headlights can cause problems for drivers coming towards you. Dim your lights within 500 feet of an oncoming car.
 - c. Fatigue and Lack of Alertness: Fatigue (being tired) and lack of alertness are bigger problems at night. The body's need for sleep is beyond a person's control. Most people are less alert at night, especially after midnight. This is particularly true if

you have been driving for a long time. Drivers may not see hazards as soon or react as quickly, so the chance is greater. If you are sleepy, the only safe cure is to get off the road and get some sleep.

2. Roadway Factors

- a. Poor Lighting-In the daytime there is usually enough light to see well. That is not true at night. Some areas may have bright street lights, but many areas will have poor lighting.
- b. Less light means you will not be able to see hazards as well as in the daytime. There are many accidents at night involving pedestrians, joggers, bicyclists, and animals.
- c. Traffic signals and hazards can be hard to see against a background of signs, shop windows, and other lights.
- d. Drunk drivers and drivers under the influence of drugs are a hazard to themselves and to you. Be especially alert around closing times for bars and taverns. Watch for drivers who have trouble staying in their lane or maintaining speed, stop without reason, or show others signs of being under the influence.

3. Vehicle Factors

- a. At night your headlights will usually be the main source of light for you to see and for others to see you. You can't see nearly as much with your headlights as you can see in the daytime.
- b. All lights must be clean and working properly. This includes:
 - i. Reflectors
 - ii. Marker lights
 - iii. Clearance lights
 - iv. Taillights
 - v. Identification lights
 - vi. Turn signals

- vii. Hazard lights
 - viii. Brake lights
- c. Windshields and mirrors must be clean. Bright lights at night can cause dirt on your windshield or mirrors to create glare of its own.
(CDL Manual, pg. 2-23,
<http://www.dmvnv.com/pdf/forms/dlbookcomm.pdf>)

Driving in Winter

Make sure your vehicle is ready before driving in cold weather.



When performing pre and post-trip inspections on your school bus, you will need to pay extra attention to the following items:

1. The **coolant level** and Antifreeze must be full to protect against freezing.
2. Make sure the **defrosting and heating equipment** are working properly.
3. The **windshield wiper blades** and washers must be in good condition and work sufficiently enough to clean the windshield.
4. Your **tires** must be in good working order, have enough tread and be properly inflated.
5. **Tire chains** may be required in cold weather. Make sure you have the correct number of chains, extra cross-links and know how to put them on correctly. The chains need to be in good condition.
6. All **lights and reflectors** must be clean and in proper working order.
7. **Windows and mirrors** must be free of ice and snow.
8. **Handholds and steps** must be free of ice and snow to prevent slipping.
9. **Radiator shutters** and **winterfront** is free of ice and the winterfront is not closed too tightly. If the shutter freezes shut or the winterfront is closed too much, the engine may overheat and stop; **and**
10. **The exhaust system** must not have loose connections that could permit dangerous carbon monoxide gas from entering the bus.
(CDL 2-35, <http://www.dmvnv.com/index.htm>)



When driving in winter weather you also need to pay attention to:

1. Slippery Surfaces. Drive slowly and smoothly on slippery roads. If it is very slippery, you shouldn't drive at all. Stop at the first safe place. The following are some safety guidelines:
 - a. Start Gently and Slowly. When first starting, get the feel of the road.
 - b. Don't hurry!
 - c. Adjust Turning and Braking to Conditions. Make turns as gentle as possible. Don't brake any harder than necessary, and don't use the engine brake or speed retarder. (They can cause the driving wheels to skid on slippery surfaces.)
 - d. Adjust Speed to Conditions. Don't pass slower vehicles unless necessary. Go slow and watch far enough ahead to keep a steady speed. Avoid having to slow down and speed up. Take curves at slower speeds and don't brake while in curves. Be aware that as the temperature rises to the point where ice begins to melt, the road becomes even more slippery. Slow down more.
 - e. Adjust Space to Conditions. Don't drive alongside other vehicles. Keep a longer following distance. When you see a traffic jam ahead, slow down or stop to wait for it to clear. Try hard to anticipate stops early and slow down gradually.
 - f. Wet Brakes. When driving in heavy rain or deep standing water, your brakes will get wet. Water in the brakes can cause the brakes to be weak, to apply unevenly, or to grab. This can cause lack of braking power, wheel lockups, pulling to one side or the other.
 - g. Avoid driving through deep puddles or flowing water if possible. If not, you should:
 - i. Slow down
 - ii. Place transmission in a low gear

- iii. Gently apply the brakes. This presses linings against brake drums or discs and keeps mud, silt, sand, and water from getting in.
- iv. Increase engine rpm and cross the water while keeping light pressure on the brakes.
- v. When out of the water, maintain light pressure on the brakes for a short distance to heat them up and dry them out.
- vi. Make a test stop when safe to do so. Check behind to make sure no one is following, then apply the brakes to be sure they work right. If not, dry out further as described above. (CAUTION: Do not apply too much brake pressure and accelerator at the same time or you can overheat brake drums and linings.) (CDL Manual, pg.2-37, <http://www.dmvnv.com//pdfforms/dlbookcomm.pdf>)

Driving in High Winds

Strong winds affect the handling of the school bus. The side of a school bus acts like a sail on a sailboat. Strong winds can push the school bus sideways. They can even move the school bus off the road or, in extreme conditions, tip it over.

If you are caught in strong winds:

1. Keep a strong grip on the steering wheel. Try to anticipate gusts.
2. Slow down to lessen the effect of the wind, or pull off the roadway and wait.
3. Contact your dispatcher to get more information on how to proceed. (CDL Manual, pg. 10-11, <http://www.dmvnv.com//pdfforms/dlbookcomm.pdf>)

Driving in Hot Weather

When driving in hot weather, you need to pay special attention to:

1. **Tires.** Check the tire mounting and air pressure. Inspect the tires every 2 hours or 100 miles when driving in very hot weather. Air pressure increases with temperature. Do not let air out or the pressure will be too low when the



tires cool off. If a tire is too hot to touch, remain stopped until the tire cools off. Otherwise the tire may blow out or catch fire.

2. **Engine Oil.** The engine oil helps keep the engine cool, as well as lubricating it. Make sure there is enough engine oil. Continually check the oil temperature gauge to make sure the temperature is within proper range while you are driving.
3. **Engine Coolant.** Before starting out, make sure that the engine cooling system has enough water and antifreeze. When driving, check the water temperature and coolant temperature gauge from time to time. Make sure it remains in the normal range. If the gauge goes above the highest safe temperature, there may be something wrong that could lead to engine failure and possibly fire.

Some vehicles have sight glasses, see-through coolant overflow containers or coolant recovery containers. These permit you to check the coolant level while the engine is hot. If the container is not part of the pressurized system, the cap can be safely removed and coolant added even when the engine is at operating temperatures. **NEVER REMOVE THE RADIATOR CAP OR ANY PART OF THE PRESSURIZED SYSTEM UNTIL THE SYSTEM IS COOLED.** Steam and boiling water can spray under pressure and cause severe burns. If you can touch the radiator cap with your bare hand, it is probably cool enough to open.

4. **Engine Belts.** Learn how to check belt tightness on your bus by pressing on the belts. Loose belts will not turn the water pump and/or fan properly. This will result in overheating. Also check the belts for cracking or other signs of wear.
5. **Hoses.** Make sure coolant hoses are in good condition. A broken hose while driving can lead to engine failure and even fire.
6. **Watch for bleeding tar.** Tar in the road pavement frequently rises to the surface in very hot weather. Spots where tar “bleeds” to the surface are very slippery.
7. Go slow enough to prevent overheating. High speeds create more heat for tires and the engine. In desert conditions the heat may build up to the point where it is dangerous. The heat will increase chances of tire failure or even fire, and engine failure.

(CDL Manual, page 2-36,

<http://www.dmvnv.com//pdfforms/dlbookcomm.pdf>)

**Remember, you cannot exceed
55 mph with students on board!**

Driving in Mountains

In mountain driving, gravity plays a major role. On any upgrade, gravity slows you down. The steeper and/or longer the grade and/or the heavier the load, the more you will have to use lower gears to climb hills or mountains. When driving in mountains, you must do the following.

1. When coming down, long steep downgrades, gravity causes the speed of your vehicle to increase. You must select an appropriate safe speed, then use a lower gear, and use proper braking techniques.
2. **Go slow** enough so your brakes can hold you back without getting too hot. If the brakes become too hot, they may start to “fade or glaze.” This means you have to apply them harder and harder to get the same stopping power.
3. **SELECT A “SAFE” SPEED.** The most important consideration is to select a speed that is not too fast for the hill. Your “SAFE” speed includes:
 - a. Total weight of the vehicle and students
 - b. Length of grade
 - c. Steepness of the grade
 - d. Road conditions
 - e. Weather

If a speed limit is posted, or there is a sign indicating "Maximum Safe Speed," never exceed the speed shown. Also, look for and heed warning signs indicating the length and steepness of the grade.

You must use the braking effect of the engine as the principal way of controlling your speed. The braking effect of the engine is greatest when it is near the governed rpms and the transmission is in the lower gears. Save your brakes so you will be able to slow or stop as required by road and traffic conditions.

4. **BE IN THE RIGHT GEAR BEFORE STARTING DOWN THE GRADE.** Shift the transmission to a lower gear before starting down the grade. Do not try to downshift after your speed has already built up. You will not be able to get back into any gear and all engine braking affect will be lost. Forcing an automatic transmission into a lower gear at high speed could damage the transmission and lead to loss of all engine braking affect.

5. **BRAKE FADING OR FAILURE.** Brakes can fail from excessive heat caused by using them too much and not relying on the engine braking effect. Use proper braking techniques on a long or steep downgrade.
- a. Apply the brakes just hard enough to feel a definite slowdown.
 - b. When your speed has been reduced to approximately five mph below your “safe” speed, release the brakes. This brake application should last for about 3 seconds.
 - c. When your speed has increased to your “safe” speed, repeat steps 1 and 2.
 - d. Escape ramps have been built on many steep mountain downgrades. Escape ramps are a long bed of loose soft material to slow a runaway vehicle.
(CDL Manual, page 2-41,
<http://www.dmvnv.com//pdfforms/dlbookcomm.pdf>)
6. When traveling on a mountain road that has one lane for traveling in each direction AND where passing is unsafe , the driver of a slow-moving school bus (defined as a vehicle traveling at a speed of rate less than the posted speed limit), shall do the following when five or more vehicles have formed a line behind the bus.
- a. At the nearest place designated as a turnout by signs erected by the public authority; or
 - b. In the absence of such a designated turnout, at the nearest place where:
 - i. Sufficient area for a safe turnout exists; and
 - ii. The circumstances and conditions are such that the driver is able to turn off the roadway in a safe manner.
(NRS 484B.630,
<http://www.leg.state.nv.us/NRS/NRS-484B.html#NRS484BSec630>)

Seeing Hazards

A hazard is any condition that is a possible danger. You should always be looking for hazards in order to have time to plan a way out of any emergency.

1. **Importance of Seeing Hazards.** Seeing hazards lets you be prepared. You will have more time to act if you see a hazard before it becomes an emergency. There are often clues that will help you see hazards.
2. **Hazardous Roads.** Slow down and be very careful if you see any of the following road hazards:

- a. **Work Zones.** When people are working on the road, it is a hazard. There may be narrower lanes, sharp turns, or uneven surfaces. Drive slowly and use your four-way flashers to warn drivers behind you.
- b. **Drop Off.** Sometimes the pavement drops off sharply near the edge of the road. Driving too near the edge can tilt your vehicle toward the side of the road. This can cause the top of your bus to hit roadside objects like signs or tree limbs. It can also be hard to steer back onto the road.
- c. **Foreign Objects.** Things that have fallen on the road can be dangerous to your tires and wheel rims. They can damage electrical and brake lines. Objects can get caught between the dual tires and cause damage.
- d. **Off Ramps/On Ramps.** Off ramps and on ramps often have speed limit signs posted. Remember, these speeds may be safe for automobiles, but may not be safe for larger school buses. Exits which go downhill and turn at the same time can be especially dangerous.



3. **Drivers who are Hazards.** In order to protect yourself and others, you must know when other drivers may do something hazardous. Some clues to this type of hazard are:

- a. People whose vision is blocked
- b. Delivery trucks
- c. Parked vehicles
- d. Accidents
- e. Stopped buses
- f. Slow drivers



- g. Drivers in a hurry
 - h. Ice cream trucks
 - i. Disabled vehicles
 - j. Impaired drivers
4. People who are hazards. Not only must you watch drivers who are hazards, but you also need to watch for the following:
- a. Pedestrians, including walkers and joggers, especially those wearing headsets.
 - b. Children who are playing or just getting out of school.
 - c. Anyone using their cell phone.
(CDL Manual, pg. 2-44,
<http://www.dmvnv.com//pdfforms/dlbookcomm.pdf>)



Tail Swing

A school bus can have up to a three-foot tail swing. You need to check your mirrors before and during any turning movements to monitor the tail swing. (CDL, pg. 10-11, <http://www.dmvnv.com//pdfforms/dlbookcomm.pdf>)

**If you have to steer to avoid an accident,
DON'T BRAKE!**

EMERGENCIES AND DEFENSIVE DRIVING

Steering to Avoid a Crash

Following safe driving practices can prevent emergencies, but if an emergency does happen, your chances of avoiding a crash depend upon how well you take action.

Stopping is not always the safest thing to do in an emergency. When you don't have enough room to stop, you may need to steer away from what's ahead. Remember, you can almost always turn to miss an obstacle more quickly than you can stop.

1. **Keep both hands on the steering wheel.** In order to turn quickly you must have a firm grip on the steering wheel with both hands. The best way to have

both hands on the wheel in the event of an emergency is to keep them there all the time.

2. **Know how to turn quickly and safely.** A quick turn can be made safely, if it is done the right way. Here are some points that safe drivers use:
 - a. **Do not** apply the brake while you are turning. It is very easy to lock your wheels while turning. If that happens, you may skid out of control.
 - b. **Do not** turn any more than needed to clear whatever is in your way. The more sharply you turn, the greater the chances of a skid or rollover.
 - c. Be prepared to “counter-steer”, that is, to turn the wheel back in the other direction, once you have passed whatever was in your path. Unless you are prepared to counter-steer, you won’t be able to do it quickly enough. You should think of emergency steering and counter-steering as two parts of one driving action.
(CDL 2-45, <http://www.dmvnv.com/index.htm>)
3. **Know where to steer:** If an oncoming driver has drifted into your lane, moving to the right is best. If that driver realizes what has happened, the natural response will be to return to his or her own lane.
4. If something is blocking your path, the best direction to steer will depend on the situation:
 - a. If you have been using your mirrors, you’ll know which lane is empty and can be safely used.
 - b. If the shoulder is clear, going right may be best. No one is likely to be driving on the shoulder but someone may be passing you on the left. You will know if you have been using your mirrors; **or**
 - c. If you are blocked on both sides, a move to the right may be best. At least you won’t force anyone into an opposing traffic lane and a possible head-on collision.
5. **Leaving the road:** In some emergencies, you may have to drive off the road. It may be less risky than facing a collision with another vehicle.

Most shoulders are strong enough to support the weight of a large vehicle

and, therefore, may offer an available escape route. Here are some guidelines to follow if you do leave the road:

- a. **Avoid braking:** If possible, avoid using the brakes until your speed has dropped to about 20 mph. Then brake very gently to avoid skidding on a loose surface.
- b. **Keep one set of wheels on the pavement if possible:** This will help maintain control; **and**
- c. **Stay on the Shoulder:** If the shoulder is clear, stay on it until your vehicle has come to a stop.
- d. **Returning to the road:** If you are forced to return to the road before you can stop, do the following:
 - i. Hold the wheel tightly and turn enough to get right back on the road safely. Try to edge gradually back on the road. If you do, your tires might grab unexpectedly and you could lose control; **and**
 - ii. When both front tires are on the paved surface, “counter steer” immediately. The two turns should be made as a single “steer-counter steer” move.
(CDL 2-46, <http://www.dmvnv.com/index.htm>)

Stopping Quickly and Safely

If someone suddenly pulls out in front of you, your natural response is to hit the brakes. This is a good response if there’s enough distance to stop and you use the brakes correctly.

You should brake in a way that will keep your vehicle in a straight line and allow you to turn if it becomes necessary. You can use either the “controlled braking” or the “stab braking” method.

1. **Controlled Braking:** Apply the brakes as hard as you can without locking the wheels. Keep steering wheel movements very small while doing this. If the wheels lock, release the brakes. Re-apply the brakes as soon as you can.
2. **Stab Braking:**
 - a. Apply your brakes all the way.

- b. Release the brakes when wheels lock up; **and**
 - c. Once the wheels start rolling, apply the brakes fully again. It can take up to 1 second for the wheels to start rolling after you release the brakes. If you re-apply the brakes before the wheels start rolling, the vehicle won't straighten out.
3. **Do not jam the brakes:** Emergency braking does not mean pushing down on the brake pedal as hard as you can. That will only keep the wheels locked up and cause a skid. If the wheels are skidding, you cannot control the vehicle. (CDL 2-47, <http://www.dmvnv.com/index.htm>)

Brake Failure

Brakes kept in good condition rarely fail. Most hydraulic brake failures occur for one of two reasons: Loss of hydraulic pressure and brake fade on long hills. If you lose Air/ Hydraulic Pressure:

1. Pump the brakes (**for hydraulic brakes only**).
2. Downshift
3. Pump the brakes
4. Use the parking brake
5. Use an escape ramp
6. If no escape ramp is available, take the least hazardous escape route you can—such as an open field or a side road that flattens out or turns uphill. (CDL 2-48, <http://www.dmvnv.com/index.htm>)

Snub Braking

When driving downhill, snub braking is an effective braking technique. You need to select a “safe speed”, which is a speed that does not exceed the speed limit, is not too fast for the weight of the vehicle, length and steepness of the grade, weather and road conditions. Once you reach your safe speed, brake down gently to 5 mph below your safe speed. Brake for a firm 3-4 seconds followed by a gradual cooling. Continue this procedure while driving downhill to maintain your “safe speed”.

(CDL Examiners Manual pg. 6-19)

**If you have tire failure, do not brake until after
you have gained control of the bus!**

Tire Failure

It is important that you recognize tire failure quickly because you only have a few seconds to react. If your front tire has a blowout, your bus will pull in the direction of the flat. If your rear tire blows out, the bus will swerve violently. Here is how to recognize tire failure.

1. **Sound:** The loud “bang” of a blowout is an easily recognized sign. Because it can take a few seconds for your vehicle to react, you might think it is some other vehicle. But any time you hear a tire blow, you must assume it is yours and prepare to stop.
2. **Vibration:** If the vehicle thumps or vibrates heavily, it may be a sign that one of the tires has gone flat. With a rear tire, that may be the only sign you get.
3. **Feel:** If the steering feels “heavy,” it is probably a sign that one of the front tires has failed. Sometimes, failure of a rear tire will cause the vehicle to slide back and forth or “fishtail.” However, dual rear tires usually prevent this.
4. If you believe that one of your tires has had a blowout, you need to:
 - a. **Hold the steering wheel firmly.** If a front tire fails, it can twist the steering wheel out of your hand. The only way to prevent this is to keep a firm grip on the steering wheel with both hands at all times.
 - b. Stay off the Brake. It’s natural to want to brake in an emergency. However, braking when a tire has failed could cause loss of control.
(CDL Manual, pg. 2-49,
<http://www.dmvnv.com/pdf/forms/dlbookcomm.pdf>)
 - c. Once you have regained control, use steady braking, making sure to not lock up the wheels.
 - d. Move off the roadway as far as possible and secure the bus.
 - e. Notify your dispatcher and evacuate the bus if necessary.

RAILROAD CROSSINGS

Decide Smart, Arrive Safe

Operation Lifesaver, developed in conjunction with the National Association of State Directors of Pupil Transportation Services (NASDPTS).

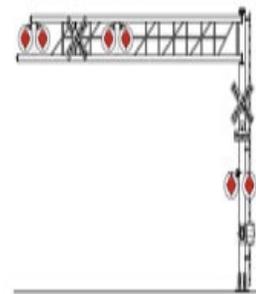
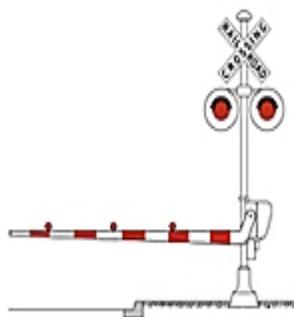
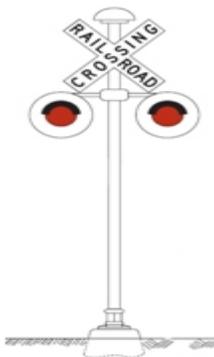
Highway-rail grade crossings can be very dangerous for school buses. In 2010, there were approximately 2,004 highway-rail grade crossing collisions and 260 highway-rail grade crossing fatalities. (Operation Lifesaver, www.operationlifesaver.org)

Types of Crossings

1. **PASSIVE CROSSING:** This type of crossing does not have any type of traffic control device. You must stop at these crossings and follow proper procedures as outline below.



2. **ACTIVE CROSSINGS:** This type of crossing has a traffic control device installed at the crossing to regulate traffic at the crossing. These active devices include flashing red lights, with or without bells and flashing red lights with bells and gates. Some examples:



When you are not Required to Stop at a Railroad Crossing

1. When a police officer or official traffic-control device controls the movement of traffic.
2. Any crossing that is marked with a device indicating that the crossing is abandoned.
3. Any crossing which is a streetcar crossing or is used exclusively for industrial switching purposes within an area designated as a business district.
(NRS 484B.560, <http://www.leg.state.nv.us/nrs/NRS-484B.html#NRS484BSec553>)

**All school buses MUST STOP AT ALL
RAILROAD CROSSINGS,
except exempt crossings!**

Railroad Warning Signs Devices and Signals

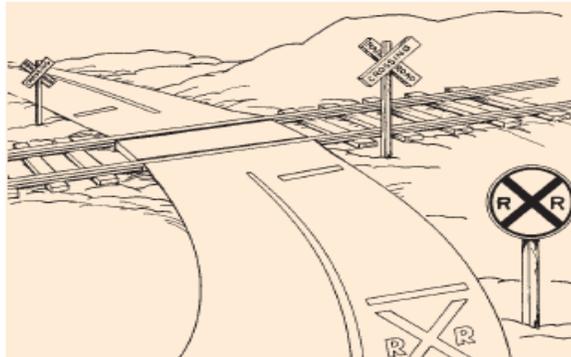
1. **ADVANCE WARNING SIGNS:**
 - a. The yellow circular **ADVANCE WARNING** sign warns drivers that the road crosses a railroad ahead. The round, black-on-yellow warning sign is placed ahead of a public railroad-highway crossing.



- b. **PAVEMENT MARKINGS** on paved roads near the yellow circular Advance Warning sign also alert drivers that the road crosses railroad tracks ahead. Pavement markings mean the same as the advance warning sign. They consist of an “X” with the letters “RR” and a no-passing marking on two-lane roads.



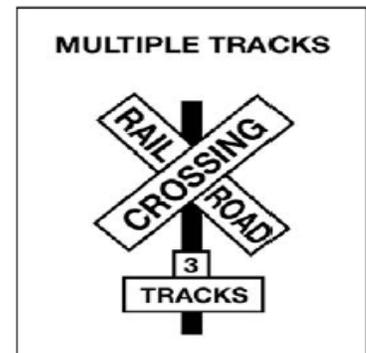
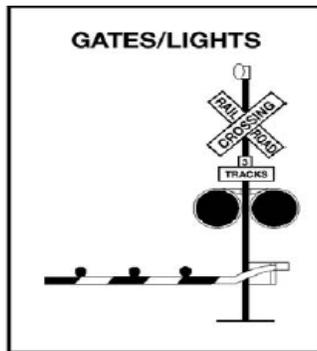
- c. A **STOP LINE** may be painted across the lane on paved roads and identifies the safe place to stop while looking and listening for an approaching train.



The **DRIVER MUST STOP THE BUS BEFORE THE CROSSBUCK** sign or signal at the crossing. On gravel roads there are no pavement markings or Stop Lines. The Stop Lines on each side of a single track grade crossing are at least 35 feet apart. Do not stop within this area.

2. **Active Signs at the Crossing:**

- a. **Flashing Red Lights**-with or without bells, warn of an approaching train. When the red lights are flashing, a train is approaching.



- b. **Emergency Notification Sign:** Shows the railroad's emergency phone number and USDOT Crossing Number. Each crossing in the USA has a unique USDOT Crossing Number. If it is missing call 911.



3. **Passive signs AT railroad (Protected) crossings:** The crossbuck sign is the most common sign at highway highway-railroad crossings. It has two crossed white boards with the words RAILROAD CROSSING. If there is more than one track, a sign below the crossbuck indicates the number of tracks present.

**NEVER attempt to race a train to a crossing.
It is easy to misjudge a train's speed and distance, making it appear to be moving more slowly than it actually is.**

PROCEDURES FOR CROSSING RAILROAD TRACKS

Approaching the Crossing

1. Get into the right lane far in advance of the stop.
2. Slow down, including shifting to a lower gear in a manual transmission bus, and test your brakes.

3. **Scan your surroundings** and check for traffic in all directions using a five-count mirror check.
4. **Activate your four-way hazard lights** approximately 200 feet before the crossing.
5. **Scan your surroundings again and check for traffic behind you**, using your five-count mirror check.
6. **Choose an escape route** in the event of a brake failure or problems behind you.

At the Crossing

1. **Bring the bus to a full and complete stop** no less than 15 feet and no more than 50 feet from the nearest rail, where you have the best view of the tracks.
2. Check **beyond the tracks** for traffic congestion, a signal or STOP sign. Make sure the containment area is large enough to allow the bus to completely clear the crossing.
3. Place foot on service brake or set the parking brakes.
4. **Turn off all radios and noisy equipment** and silence your students.
5. **Open the service door and driver's window.**
6. **LOOK and LISTEN** in both directions for an approaching train. You should be able to see the tracks at least 1000 feet in either direction.
(CDL Manual, pg. 10-9,
<http://www.dmvnv.com//pdfforms/dlbookcomm.pdf>)

Crossing the Track

1. Check the crossing signals again before proceeding.
2. Release the parking brake.
3. Close the door. Continue to **look** and listen for an approaching train.
4. **At a multiple-track crossing, stop ONLY before the first set of tracks.** When you are sure no train is approaching on any track, proceed across all of the tracks until you have completely cleared them; **and**

5. **Cross the tracks in a low gear** as quickly as possible. Do not change gears or stop while crossing.
6. Turn off your hazard lights, deactivate the noise shutoff switch, and activate the master switch.
7. If the gate comes down after you have started across, drive through it even if it means you will break the gate.
(CDL Manual 10-9, <http://www.dmvnv.com/pdf/forms/dlbookcomm.pdf>)

Manage Your Route To School *Safely*

School Bus Drivers:
As the driver, you have the premiere safety seat on the bus. It is your job to ensure the safety of your young riders. When planning the route - avoid railroad crossings whenever possible.

When you do cross the tracks, follow this Safety Route Reminder:

- 1 Advance Warning**
This sign tells you to slow down - tracks ahead.
- 2 Check Traffic Behind**
Engage bus' parking lights, pull out of lane, if necessary. Follow your school district's policy.
- 3 Prepare Bus**
Quiet students before stopping, turn off radio and fan.
- 4 Stop Bus**
Stop at least 15 ft from crossing, further back if necessary.
- 5 Look & Listen**
For train in both directions. Open door, window to listen. Doubletake before crossing.
- 6 GO!**
If no trains are in sight - move out!

OPERATION LIFESAVER®
www.oil.org

This message is brought to you by Operation Lifesaver, Inc. For more information on keeping your children safe while riding aboard the bus, visit our website.

Special Procedures at Railroad Crossings

1. **Bus stalls or Trapped on tracks:** If your school bus stalls or is trapped on the tracks, evacuate the bus and get off the tracks immediately. Move everyone far from the bus at an angle at least 100 feet from the bus which is both away from the tracks and towards the train.
2. **Evacuating a bus:** If you school bus stalls or is trapped on the tracks, evacuate immediately. Have your students get off the bus, moving far away from the tracks at the angle, in the direction of the approaching train.
3. **Police officer or flagger at the crossing:** If a police officer or flagger is at the crossing, obey their directions. If you believe the signal is malfunctioning, contact your dispatcher.
4. **Report dangerous railroad crossings:** Report all dangerous or malfunctioning railroad crossings to your district dispatcher.
5. **Obstructed view of tracks:** Do not cross the tracks unless you can see far enough down the track to know for certain that no trains are coming. Be especially careful of “passive” crossings. Even if there are active railroad signals that indicate the tracks are clear, you must look and listen to be sure it is safe.
6. **Containment or storage areas:** If the bus won't fit, don't commit! Know the length of your bus and the size of the containment area at highway-rail crossings on the school bus route, as well as any crossing you encounter in the course of a school activity trip. When approaching a crossing with a signal or stop sign on the opposite side, make sure there is enough room to completely clear the railroad tracks before crossing.
(CDL 10-9, <http://www.dmvnv.com/index.htm>)
7. **Weather conditions:** During wet, stormy or foggy weather, before placing part of the bus on the tracks, the driver must know for sure that the crossing can be made safely. Any use of flares, etc., in addition to warning signals or devices maintained at such railroad crossings, must be taken as an additional warning of danger
8. **Management of passengers:** When any school bus must stop to cross any railroad track, all passengers must be silent until the crossing is complete. The driver in whatever manner deemed suitable shall give a signal for silence;
9. **Never drive onto a track until you can drive all the way across; and**

10. Never stop the bus on the track for any reason.

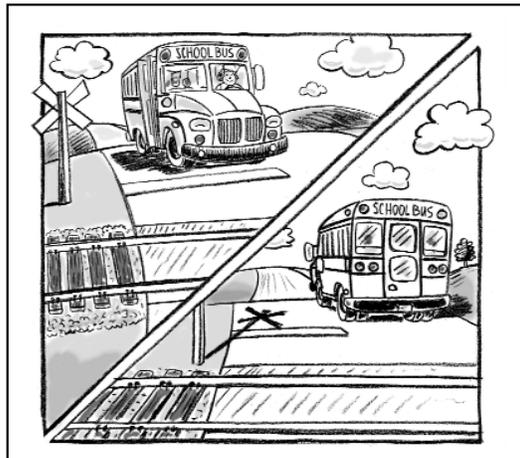
Disqualification for Railroad-Highway Crossing Violations

A driver will be disqualified for not less than 60 days if the driver is convicted of a first violation of a railroad highway grade crossing violation, 120 days if during any three year period for a second violation and one year if during any three year period for a third or subsequent railroad highway grade crossing violations in separate incidents. (CDL 1-3, <http://www.dmvnv.com/index.htm>)

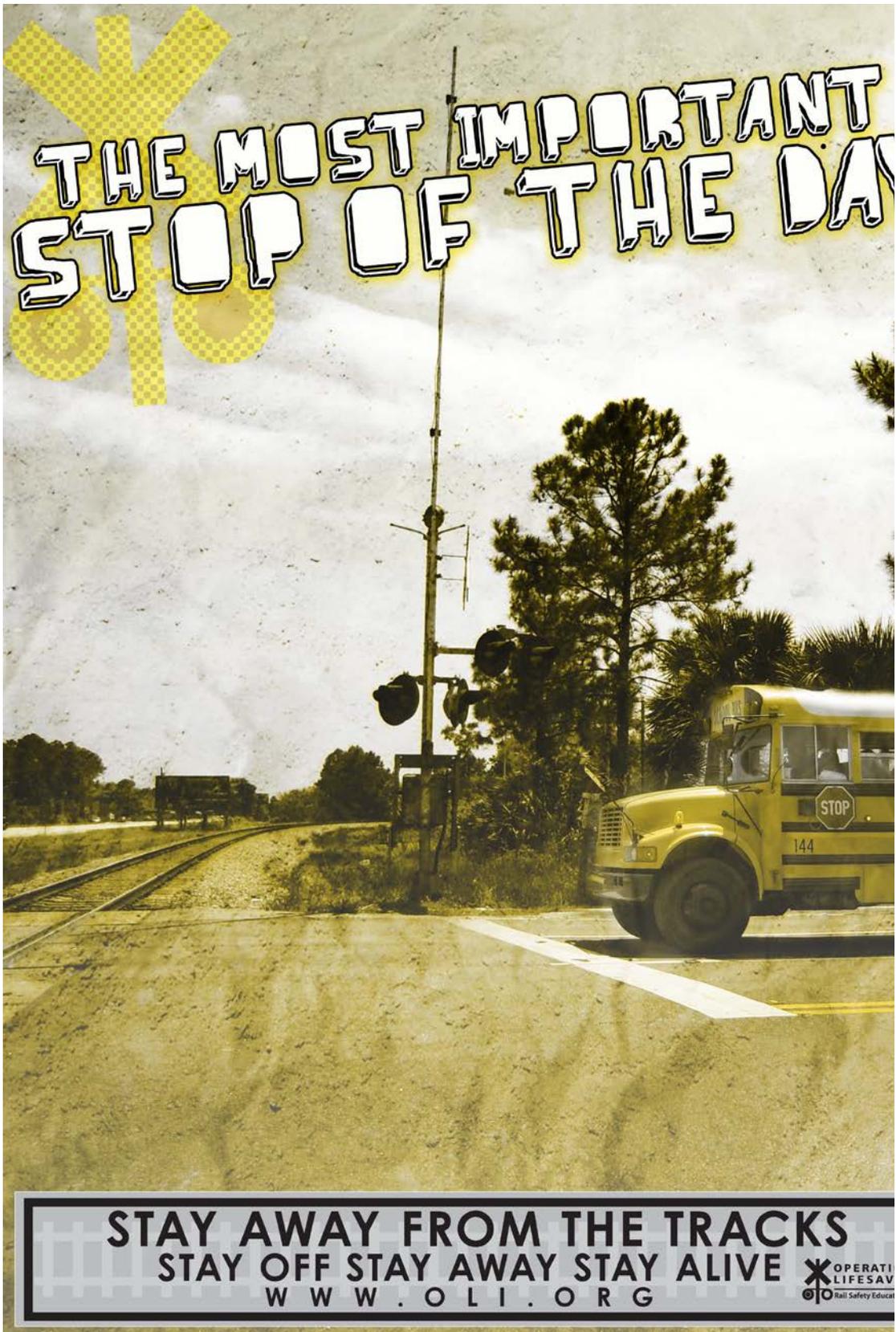


We're making communities safer. [»HELP US DO MORE](#)

Look + Listen = Live



**School buses stop at rail-road crossings.
Be prepared to STOP.**



THE MOST IMPORTANT
STOP OF THE DAY

STAY AWAY FROM THE TRACKS
STAY OFF STAY AWAY STAY ALIVE
WWW.OLI.ORG 

CHAPTER 5: LOADING AND UNLOADING ZONE

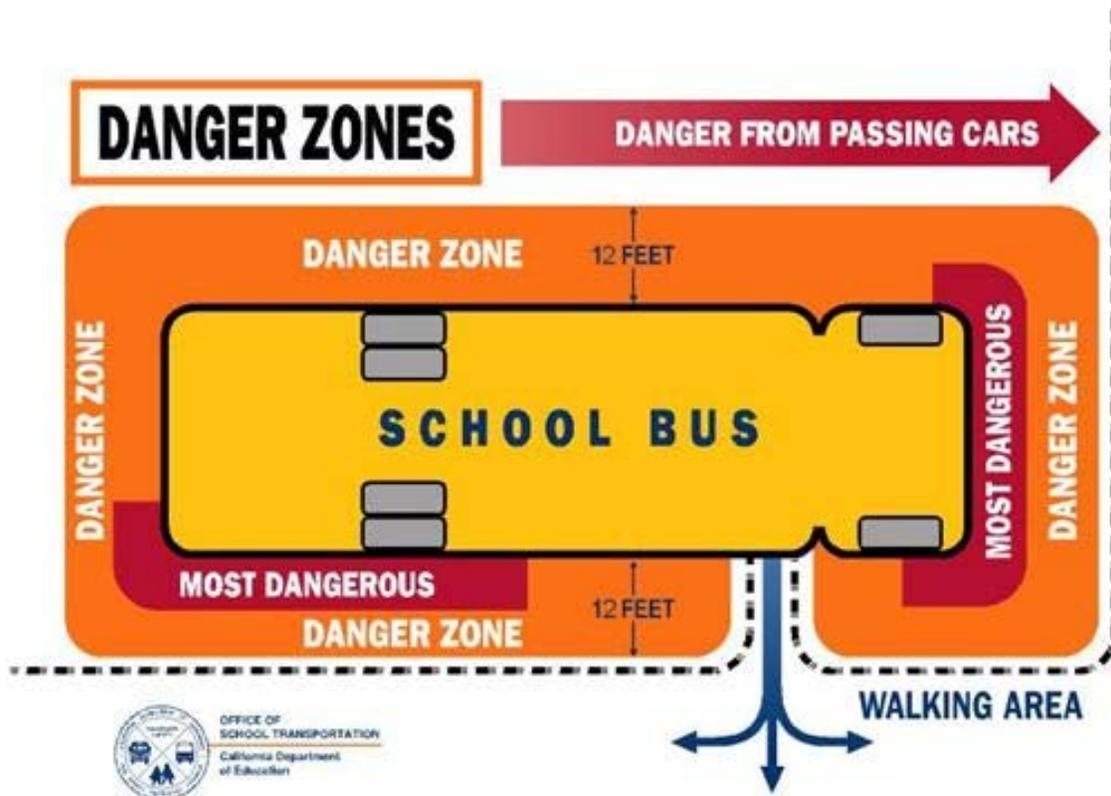


DANGER ZONES

The loading and unloading zone around the school bus is the most dangerous spot for children. Fatalities continue to occur at and around the bus stop. More students are killed while getting on or off a school bus each year than are killed as passengers!

The area surrounding the school bus is known as the **DANGER ZONE/DEATH ZONE** because it is the area where children are in the most danger of being hit, either by another vehicle or their own bus. Although there is no federally mandated danger zone, in Nevada the danger zone is defined as extending **AT LEAST 12 feet around the bus**.

As a school bus driver, it is your responsibility to educate your students of the dangers surrounding the bus and where it is safe for them to walk. You will have to constantly remind your students, especially the young and handicapped children.



THE LOADING AND UNLOADING ZONE

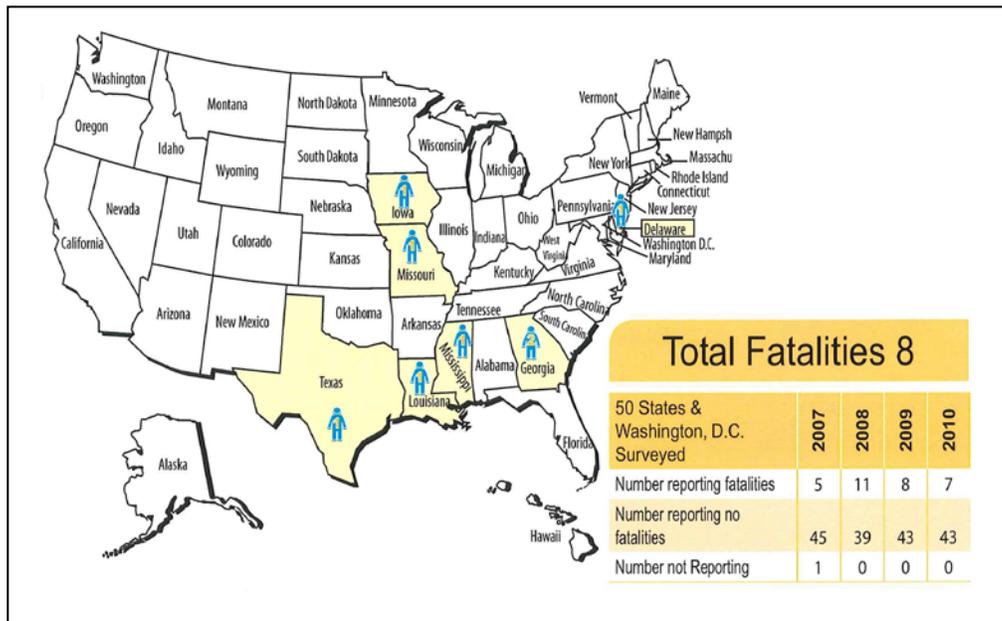
Loading and unloading students is the most dangerous time for school bus drivers and students.

1. On average, 33 school-age students die in school bus related crashes each year.
2. Nearly two thirds of school-age children die in school bus crashes each year are killed outside the bus. Two-thirds of that total are killed by school buses.
3. Half of all school-age pedestrians killed in school bus-related crashes are 5 to 7 years old. (NHTSA Loading and Unloading for School Bus Drivers <http://www.nhtsa.gov/search?q=school+bus+loading+and+unloading>)

More students are killed while getting on or off a school bus each year than are killed as passengers inside of a school bus. As a result, knowing what to do before, during, and after loading or unloading students is critical. (CDL 10-3 <http://www.dmvnv.com/pdfforms/dlbookcomm.pdf>)

In 2010, there were 13 fatalities in the loading and unloading zone. That is 4 less than the previous year. Of the 13 fatalities:

Reports of Fatalities by State for 2011



Of the 8 students killed in the loading and unloading zone in the 2010-2011 school year 1 was female and 7 were males! (2010 -2011 National School Bus Loading & Unloading Survey)

Illegal Passing of the School Bus

School buses have a system of yellow/amber lights to warn motorists that the school bus is getting ready to stop to load or unload children. Illegal passing of a stopped school bus is one of the biggest problems school bus drivers encounter.



When Passing Vehicles are Required to Stop

Any driver of a vehicle, when meeting, from either direction, a school bus whose system of red flashing lights and crossing arm have been activated, shall bring his vehicle to an immediate stop and shall not proceed until the school bus has turned off the system of flashing lights and crossing arm.

A vehicle on a divided highway need not stop when meeting a school bus on the opposite side of the road.

A vehicle need not stop upon meeting or passing a school bus where traffic is controlled by a traffic officer. (NRS 484B.353, <http://leg.state.nv.us/NRS/NRS-484B.html>)

Definition of a Divided Highway

A divided highway is a highway divided by a physical barrier or dividing section, constructed so as to impede the traffic traveling in opposite directions. (NRS 484A.070, <http://leg.state.nv.us/NRS/NRS-484B.html>)

Penalties for Stop Arm Violations

Anyone found guilty of a stop arm violation, you will be convicted of a misdemeanor. For the first offense you will be fined between \$250.00 and \$500.00, for a second offense you will be fined \$250.00 to \$500.0 and your license will be suspended for 6 months. For a third offense, you will be fined not more than \$1000.00 and your license will be suspended for one year. (NRS 484.357, <http://leg.state.nv.us/NRS/NRS-484B.html>)

Report by a School Bus Driver of a Stop Arm Violation

The driver of a school bus who observes a stop arm violation may prepare a report of the violation. The report must be signed by the driver and include:

1. The date, time and approximate location of the violation.
2. The number and state of issuance of the license plate of the vehicle; and
3. An identification of the vehicle by type and color.
(NRS 484b.357, <http://leg.state.nv.us/NRS/NRS-484B.html>)

Reducing of illegal passing of stopped school buses is easier said than done. The solution requires involvement of law enforcement, school transportation officials, school bus drivers, prosecutors and judges to assure the law is enforced. (NHTSA's Best Practices Guide to Reducing Illegal Passing of School Buses)

SYSTEM OF LIGHTS, STOP ARMS AND CROSSING CONTROL ARM

Every school bus must be equipped with a system of alternating flashing amber lights, alternating flashing red lights, stop arms and a crossing control arm.

Alternating Flashing Amber/Yellow Lights

1. Are used to warn drivers that the school bus is planning to stop.
2. There are two in the front and two in the rear, visible up to 500 feet.
3. Is activated 300 feet in advance of the stop by the driver.
4. Is deactivated by the driver once the bus is stopped and the door is opened and the alternating flashing red lights, stop arms and crossing control arm are activated.

Alternating Flashing Red Lights, Stop Arms and Crossing Control Arm

1. Flashing red lights, stop arms and crossing control arm are to be activated once the bus has come to a complete stop.
2. The flashing red lights, crossing arm and stop arms are only to be used for loading and unloading students and at times of emergency.
3. The use of the crossing control arm **is not** required when the **school bus is solely** used to transport students with special needs who are individually loaded and unloaded and are not required to walk in front of the bus. (NRS 392.410, <http://leg.state.nv.us/NRS/NRS-392.htm>)

White Flashing Strobe Light (Optional)

1. Optional white flashing strobe lamp may be installed on the roof of a school bus. The strobe light may be mounted on the roof in the area directly over the restraining barrier on the driver's side.
2. The strobe lamp may be wired to activate with the amber alternately flashing signal lamps, continuing through the full loading or unloading cycle and may

be equipped with an override switch to allow activation of the strobe at any time for use in inclement weather. (Nevada School Bus Standards, <http://www.doe.nv.gov/PDFs/SchoolBusStandards2010-Final.pdf>)

SCHOOL ZONES AND SCHOOL CROSSING ZONES



School Zones

A school zone is a section of street or streets, which are adjacent to school property. (NRS 484B.063, <http://leg.state.nv.us/NRS/NRS-484B.html>)

School Crossing Zones

A School-crossing zones are the section of streets **not** adjacent to school property that pupils cross while following a designated walking route to school. (NRS 484A.230, <http://leg.state.nv.us/NRS/NRS-484B.html>)

A person shall not drive a motor vehicle at a speed in excess of 15 mph in an area designated as a school zone except:

1. On a day when school is not in session.
2. During the period from a half hour after school is out to a half hour before school is to start; **or**
3. If the zone is designated by an operational speed limit beacon, and the yellow lights **are not** flashing in the manner which indicates that the speed limit is in effect. (NRS 484B.363, <http://leg.state.nv.us/NRS/NRS-484B.html>)



LOADING PROCEDURES

Each school district establishes official routes and official school bus stops. All stops must be approved by your school district prior to making the stop. You should never change the location of a bus stop without written approval from your supervisor. You must use extreme caution when approaching a school bus stop. You are in a very demanding situation when entering these areas. It is critical that you understand and follow all state and federal laws. (CDL 10-3 <http://www.dmvnv.com/pdf/forms/dlbookcomm.pdf>)

Approaching the Stop

1. Get into the right lane far in advance of the stop.
2. **Approach the** stop cautiously at a slow rate of speed.
3. Do a five-count mirror check.

4. Observe the stop, looking for hazards far in advance. Look for pedestrians, traffic, or other objects before coming to a stop.
5. Do a 5-count mirror check again.
6. Activate alternating flashing student amber/yellow lights at least 200 feet before the stop. This warns traffic that you are approaching a stop.
7. Do a 5-count mirror check.
8. Bring the school bus to a full stop with the front bumper at least 10 feet away from students. This forces the students to walk to the bus so you have a better view of their movements.
9. Place transmission in Park, or if there is in Park shift point, in Neutral and set the parking brake and cover the brake pedal.
10. Open the service door activating your alternating flashing red student loading lights, stop arm and crossing control arm.
11. Check mirrors once again, using 5-count mirror check.
(CDL Manual, Pg. 10-4,
<http://www.dmvnv.com//pdfforms/dlbookcomm.pdf>)



Loading Procedures

When in doubt, check it out!



1. Make sure all passing vehicles have stopped.
2. Students should wait in a designated location for the school bus, facing the bus as it approaches.
3. Count the number of students at the bus stop and check to make sure the same number boarded. If a student is missing, you will need to locate them before proceeding.
4. Check mirrors using 5-count mirror check
5. When safe, signal the students to begin loading. Have students board the bus slowly, in single file, using the handrail. The dome light should be on when loading in the dark.
6. Count all students as they board. You should have a roster of all students who ride the bus.
7. Wait until students are seated and facing forward before moving the bus.

8. Check your mirrors, using the 5-count mirror check. Make certain no one is running to catch the bus.
9. When all students are accounted for, prepare to leave by:
 - a. Closing the door
 - b. Engaging the transmission
 - c. Releasing the parking brake
 - d. Turning off alternating flashing red lamps
 - e. Activate left turn signal
 - f. Allow traffic to clear
 - g. Do a 5-count mirror check.
10. When it is safe, move the bus to enter traffic and continue on your route. (CDL Manual, Pg. 10-4, <http://www.dmvnv.com//pdfforms/dlbookcomm.pdf>)



Unloading Procedures

1. Approach the stop following the “Approaching the Stop” section instructions.
2. Have the students remain seated until told to exit.
3. Place transmission in Park, or if there is no park shift point, in neutral and set the parking brake.
4. Open the service door, activating the alternating flashing red lights, stop arms and crossing control arm.
5. Check mirrors, using the five-count mirror check.
6. Signal the students when it is safe to stand up and exit the bus. Make sure students exit in an orderly fashion.
7. Count the number of students while unloading and confirm the location of all students before pulling away.
8. Have the students move at least 4-5 12 feet away from the side of the bus and remain in the drivers viewing area, count students again.

9. Check mirrors again, using five-count mirror check.

Unloading students is far more dangerous than loading them. (NHTSA)

10. When safe, signal students who must cross the street that it is safe to do so by pointing to them (two fingers extended, thumb down).
11. Count students again to ensure all are accounted for and are at a safe distance away from the bus and out of the danger zone. If you cannot locate a student, you will need to secure the bus and physically check it out.
12. When all students are accounted for, prepare to leave by:
 - a. Closing the door
 - b. Engage the transmission
 - c. Release parking brake
 - d. Turn off alternating flashing red lamps
 - e. Activate left turn signal
 - f. Allow congested traffic to disperse
 - g. Do a five-count mirror check
13. When it is safe, move the bus and enter traffic.
14. Never drop a student off at an unassigned stop.
15. At the end of each run, check for hiding/sleeping students or items left behind.
(CDL Manual, Pg. 10-4,
<http://www.dmvnv.com/pdf/forms/dlbookcomm.pdf>)

A driver's supervision doesn't just start when students are on the bus!

Additional Procedures for Students That Must Cross the Roadway

You should understand what students should do when exiting a school bus and crossing the street in front of the bus. In addition, the bus driver should understand that students might not always do what they are supposed to do.

1. If a student or students must cross the roadway, they should follow these procedures:
 - a. Walk approximately 12 feet away from the side of the school bus to a position where you can see them.
 - b. Walk to a location at least 12 feet in front of the right corner of the bumper, but still remaining away from the front of the school bus.
 - c. Stop at the right edge of the roadway. You should be able to see the student's feet.

2. When students reach the edge of the roadway, they should:
 - a. Stop and look in both directions, making sure the roadway is clear and is safe.
 - b. Check to see if the red flashing lamps on the bus are still flashing.
 - c. Have students wait for your signal (2 fingers up, thumb tucked down) before crossing the roadway.



3. Upon your signal (waive your fingers in a sweeping motion), the students should:
 - a. Cross far enough in front of the school bus to be in your view.
 - b. Walk to the left edge of the school bus, stop, and look again for your signal to continue across the roadway.
 - c. Look for traffic in both directions, making sure the road is clear.
 - d. Proceed straight across the road, continuing to look in all directions.
 - e. Count students to make sure you have accounted for all of them.
 - f. If you cannot find a student, you will need to get out of the bus and check for them.
(CDL Manual, pg. 10-5,
<http://www.dmvnv.com//pdfforms/dlbookcomm.pdf>)

Loading/Unloading Procedures at School

Unloading students in school parking lots or other locations off the traveled roadway, are different than loading along the school bus route. Along with the following procedures, it is important that you follow your school district's procedures for loading or unloading students at school.

1. Perform a safe stop as outlined in "Approaching the Stop" and "Unloading Procedures" section above.
2. State law says that you shall not idle a bus for more than 15 consecutive minutes. If parking at a school or any other parking lot, you must turn off your ignition 15 minutes. (NAC 445B.576, <http://www.leg.state.nv.us/Division/Legal/LawLibrary/NAC/NAC-445B.html#NAC445BSec575>)
3. Remove the key if leaving the driver's compartment.
4. Observe students as they step from the bus to see that all move promptly away for the unloading area.
5. Walk through the bus and check for hiding/sleeping students and items left by students.

6. Do a five-count mirror check, checking that no students are returning to the bus.
(CDL Manual, pg. 10-5,
<http://www.dmvnv.com/pdfforms/dlbookcomm.pdf>)

You are not allowed to idle your engine for more than 15 minutes.

Special Dangers of Loading and Unloading

1. **Dropped or forgotten objects.** Always focus on students as they approach the bus and watch for any who disappear from sight.

Students may drop an object and attempt to retrieve the dropped object. Students need to be taught that it is very dangerous and they need to stay away from the danger zone.

Instruct students that if they have dropped or forgotten something, they need to get the driver's attention and inform them of the situation.

2. **The school bus handrail hang-ups.** Students have been injured or killed when clothing, accessories, or even parts of their body get caught in the handrail or door as they exit the bus.
3. **Schools and school zones.** Children and parents are not watching out for the school bus. Train students not to push or shove when getting on and off the bus. Teach them about the danger zone and why it can be dangerous for students.
(CDL 10-5 <http://www.dmvnv.com/pdfforms/dlbookcomm.pdf>)

Train your students that they are NEVER permitted to cross behind the bus.

Preventing Incidents in the Loading and Unloading Zone

1. Tune out distractions
2. Secure the bus
3. Count students
4. Standardize signals
5. Be consistent

6. Constantly teach and remind students about the danger zone and safe crossing procedures.
7. Teach students to “check before they step” and “I see you, you see me” concept
8. Watch for dropped items.
9. Make sure your mirrors are properly adjusted, clean and that you are using them correctly.
10. Always go SLOW when approaching and leaving stops; **and**
11. Notify supervisors of unsafe stops.

NO STUDENT LEFT BEHIND - LITERALLY

Students being left on the school bus have become a national epidemic. Even though there are methods and severe penalties for bus drivers who leave students on the school bus, there are still students being left on school buses.

**One out of every 100 school bus drivers
will leave a child on board the bus.**

Why Students are Left on the Bus

Even good drivers can leave students on the bus. Some of the reasons that contribute to such incidents are:

1. Sudden and stressful situations can push our intentions from our active mind into our subconscious.
2. “Inattentive blindness,” when a driver remembers to do a check of the bus and simply does not see the child.
3. Not having your mind on your job at all times.
4. Driver fatigue.
5. Complacency “I checked the bus before and no one has ever been there”; or
6. Drivers can be so focused on a task that they entirely miss something unusual, like a sleeping child. (*STN “It’s Not Just About Driving”, May 2009*)

Consequences for School Bus Drivers Who Leave Children on the Bus



1. Leaving a child on the bus can cause psychological trauma to children.
2. Children left on school buses can be injured while escaping from the bus.
3. Children can be injured or die due to extreme hot and cold weather.
4. Veteran drivers who have been terminated or reassigned after leaving a student on the school bus.
5. Child neglect charges.
6. Catastrophic change in the life of bus drivers who leave students on the bus; and
7. Public and personal humiliation.

Steps for Preventing Leaving Students behind

1. Constant driver training along with keeping drivers conscious of the dangers of complacency and importance of being vigilant.
2. Post reminders in the bus yard to check for students after each trip.
3. Have a way to verify that the driver has walked the bus and checked for students. These methods can be as simple as “Empty Bus” placard that must be placed in the back of the bus after the last run to video surveillance and electronic monitors.
4. Keeping count of all students that board the bus and make sure the same number have exited the bus.
5. Drivers should teach children to use the horn and two-radio system, including how to turn it on, and how to use the emergency exits so that they can get help if they are left on the bus.
6. Understand sudden and stressful situations, and avoid changes in patterns.
7. Avoid being complacent with the attitude that “it won’t happen to me”. Everyday good parents leave their kids in vehicles by accident; and
8. Be diligent when checking for students, not just a walk to the back of the bus, but checking under seats or areas where children can hide.

**After your last stop,
proceed to a safe area
and
COMPLETELY CHECK THE BUS
FOR STUDENTS! Once you get back
to the bus yard, walk the bus again
checking for sleeping students.**

Remember to check under the seats!

**If you leave a student on the bus, you
can be terminated and criminally
charged with child neglect.**

CHAPTER 6: STUDENT MANAGEMENT

Student misbehavior on school buses is one of the biggest problems confronting school bus drivers.

In order to get students to and from school safely and on time, you need to be able to concentrate on driving.

Loading and unloading requires ALL your concentration. Don't take your eyes off what is happening outside the bus. If there is a behavior problem on the bus, wait until the students have safely unloaded and have moved away from the bus. If necessary, pull the bus over to handle the problem. (CDL Manual, pg. 10-10, <http://www.dmvnv.com/pdf/forms/dlbookcomm.pdf>)

Students riding your bus must understand from the outset that you cannot allow anyone's actions to keep you from providing for the safety of your passengers and yourself. The relationships you will experience daily are with individuals whose behavior ranges somewhere between that of an infant and a young adult. Without a clear understanding of who is in charge, the conditions could become unmanageable and potentially dangerous for everyone. The climate that exists on the school bus is up to you! (Illinois Bus Driver Training Manual, pg. 60, http://www.isbe.net/funding/pdf/busdriver_trainmanual.pdf)

25 WAYS TO MAINTAIN STUDENT DISCIPLINE



1. Never give an order you do not intend to enforce.
2. Give a positive command. For instance say "do this" rather than "don't do that."
3. Give a student time to react.
4. Have a reason for asking a student to do something and when possible, take time to explain the reason.
5. Be honest in what you say and do. A child's faith in you is a great help.
6. Be fair; it isn't the punishment, but injustice that makes a student rebel against you.
7. Be friendly and always show an interest in what students are doing.
8. Commend good qualities and actions.
9. Try to be constructive and positive in all dealings with students.
10. Remember that a sense of humor is extremely valuable.
11. Never strike a child.

12. Do not judge misconduct by how it annoys you.
13. Do not take personal feelings and prejudice out on students.
14. Maintain poise at all times. Do not lose your temper.
15. Remember “The tongue is the only keen-edged tool which grows sharper with constant use.” Do not nag, bluff, harass, or be offensive to your students.
16. Look for good qualities. All children have them.
17. Do not “pick” on every little thing a student does. Sometimes it is wiser to overlook some things.
18. Keep in mind that misbehavior is seldom willful. There is usually a cause. It may be your tone or demeanor or some other influence in the student’s home or life which is influencing the behavior.
19. Listen for suggestions and complaints from the students.
20. Follow up all cases which have been disciplines. Be certain that you still have the respect and confident of the students.
21. Be sincere in your work and actions.
22. Set a good example yourself.
23. Intelligence in handling youth consists of thinking faster than they do. If they can out think you, you are not using your maturity and the advantage of your larger education. You should see possibilities before they become results.
24. Defiance of established procedures comes from failure of some adults to keep the situation at hand.
25. Never hold a student up to public ridicule. It is the surest way to create a discipline problem.
(Illinois School Bus Driver Training Manual, pg. 64,
http://www.isbe.net/funding/pdf/busdriver_trainmanual.pdf)

**Never use your brakes as a student
management tool.**

POSITIVE STUDENT BEHAVIOR TIPS

1. Smile as students enter and exit the bus each day. Say “Good Morning” or “have a great day.”
2. Greet students by their name.
3. Make the bus rules and behavior expectations clear the first day and week. Do this in a positive manner. Your tone of voice and body language are very important. Mention that your first concern is their safety.
4. Your bus rules should be few, specific and consistent with the school district transportation policies.
5. Expect respect and responsible behavior and cooperation (you must explain what these words mean). Set a good example.
6. Avoid yelling, screaming or making threats.
7. If students are in a fight situation, contact the dispatch immediately and follow the school district’s policies.
8. Avoid embarrassing students in front of their peers or “backing them into a corner.”
9. If a student is being disruptive or violating bus rules, follow your district policies.
10. Look for the good qualities in the students. Avoid being critical of a behavior that is bothering you but is not violating any rules and isn’t causing an unsafe bus. (Illinois School Bus Driver Training Manual, pg. 67, http://www.isbe.net/funding/pdf/busdriver_trainmanual.pdf)

SCHOOL BUS DRIVER RESPONSIBILITY

1. Be familiar with and abide by all federal, state and school district rules, policies and procedures.
2. Be familiar with assigned routes and designated school bus stops.
3. Recognize the importance of establishing rapport with students, parents, teacher, supervisors, and school administrators.
4. Conduct yourself in a **professional**, dignified and respectable manner.
5. Never become closely acquainted with students. Maintain a friendly, but firm adult/student relationship. Never put your hands on, grab, slap or shake a student.

6. Instruct students on proper behavior, consequences of improper behavior, general policies regarding riding the bus, and emergency evacuation drills.

7. Maintain order, safety and the rights of students by:

- a. Minimizing interior noise.
- b. Controlling passenger movement.
- c. Requiring an orderly entrance and exit.
- d. Eliminating movement or potential movement of objects.
- e. Requiring silence at railroad crossings.
- f. Prohibiting transportation of unauthorized materials.
- g. Handle minor infractions with school district approved procedures;
- h. Represent your school district in a positive way by **DRESS, HYGIENE, LANGUAGE AND MANNER.**
- i. Be considerate and patient with all children, especially the young or special needs student.
- j. Keep the bus clean at all times, including route and extra-curricular trips.
- k. It is highly recommended that you keep a daily log of events; **and**
- l. Never allow unauthorized people to board or enter your school bus.



**Maintain your
sense of humor!**

STUDENT RESPONSIBILITIES

Students also share in the responsibility of behavior on the school bus. Students need to:

1. Know the rules and know they are responsible for their actions.
2. Be respectful of the rights of other students.
3. Be aware that transportation is a privilege not a right and can be denied to students who act inappropriately.
4. Be aware of the dangers involved in the loading & unloading zone, including the dangers involved with loose clothing, clothing accessories and personal items that can drop under the bus.

5. Go directly to their seats and remain seated until instructed to stand and unload the school bus.
6. Refrain from loud conversation, unnecessary noise and boisterous conduct.
7. Profanity, eating, drinking, tobacco use, glass containers, weapons, drugs, alcohol, or any other items that could distract the driver are prohibited.
8. Keep all body parts inside the school bus.
9. Athletic footwear equipped with metal cleats or spikes **cannot** be worn on the school bus.
10. Students need to face forward and keep their feet on the floor in front of their seats in order for compartmentalization to work.
11. Never tamper with or block emergency exits.
12. Keep their hands off other children and their possessions. Hitting, pushing, spitting, biting and rough behavior will not be tolerated.
13. **Keep the aisle clear at all times.** Books, lunch boxes, instruments and book bags must be placed under the seat, on the students lap or on the seat next to them.
14. Tampering or destruction of school property is prohibited and students can be prosecuted.
15. Remain absolutely silent while the school bus is stopped at railroad crossings.

Afternoon runs are generally more demanding than morning runs! You will need to have to be more tolerant with students than in the morning.

STUDENT RULES

1. Students shall follow directions of the driver the first time given.
2. Students should arrive at the bus stop no more than 10 minutes before the bus arrives.
3. Students shall wait in a safe place, clear of traffic and away from where the bus stops.

4. Students shall wait in an orderly line and shall avoid horseplay.
5. Students shall cross the road or street in front of the bus only after the bus has come to a complete stop and upon direction of the driver.
6. Students shall go directly to an available or assigned seat when entering the bus.
7. Students shall remain seated and keep aisles and exits clear.
8. Students shall exhibit classroom conduct at all times.
9. Students shall refrain from throwing or passing objects in, from or into the buses.
10. Students are permitted to carry only objects that can be held on his/her lap.
11. Student shall not use profane language, obscene gestures, tobacco, alcohol, drugs or any other controlled substance in the bus.
12. Students shall not carry hazardous materials or non-service animals into the bus.
13. Students shall respect the rights and safety of others.
14. Students shall refrain from leaving or boarding the bus at locations other than the assigned stop.
15. Student shall refrain from extending head, arms or objects out of the bus windows.
16. Students shall refrain from hitching rides via the rear bumper or other parts of the bus.
(NCST, pg. 367, <http://www.ncstonline.org>)

HANDLING SERIOUS PROBLEMS

1. Follow your school districts procedures for discipline.
2. Stop the bus and park in a safe location off the road.
3. Secure the bus. Take the ignition key with you if you leave your seat.
4. Stand up and speak respectfully to the offender or offenders. Speak in a courteous but firm voice. Remind the student of the expected behavior. Do not show anger, but do show you mean business.
5. If a change of seating is needed, have the student move to a seat near you.

6. NEVER put a student off the bus except at school or at his or her designated school bus stop. If you feel the offense is serious enough that you cannot safely drive the bus, call your supervisor to guide you in handling the problem.
(CDL Manual, pg. 10-10, <http://www.dmvnv.com/pdf/forms/dlbookcomm.pdf>)

PARENT AND GUARDIAN RESPONSIBILITIES

1. Understand and support district rules and policies, regulations and school bus safety.
2. Assist children in understanding safety rules and encourage them to abide by them.
3. Recognize their responsibilities for the actions of their children; **and**
4. Support safe riding practices and reasonable discipline efforts.
5. Never board a school bus.



QUIET TIME

The practice of “Quiet Time” is a great way to start off your route. “Quiet Time” is usually observed for a short period of time in the morning before arriving at school, and in the afternoon while pulling away from the school. The driver usually determines the length of “Quiet Time.” There are other reasons “Quiet Time” can be observed:

1. In an emergency situation. Drivers may call “Quiet Time” so that students can hear important instructions; **and**
2. During loading of the school bus “Quiet Time” helps to ensure that the trip starts off in a calm manner.

VIDEO MONITORING SYSTEMS

Many school districts now use video monitoring systems in order to protect students and drivers. It should not replace the discipline policy, the authority of the driver, or the responsibility of school officials. It is simply a tool to aid the driver and district administrators. If there is a video monitoring system in your school bus, you must:

1. Provide notification that students and drivers are subject to being videotaped on the school bus.
2. Provide notification to parents that all students are subject to videotaping by the school district.
3. Cameras should be scheduled on a rotation basis so as not to select only certain buses. Based on the number of incidents, misconduct or the seriousness of these

reports, video monitoring of a bus route may be done more frequently. The transportation supervisor may decide if more frequent monitoring is needed; **and**

4. When action is taken as a result of information obtained from videotape, the driver, supervisor, school administrator, student, and parents will be contacted. A meeting regarding the incident may be necessary. The videotape can be used as evidence in that meeting.

GANG AWARENESS

Gangs have become commonplace in **ALL** cities. Do not be misled by assuming that all gang activity is strictly “large city” related. School bus drivers must be aware that gang activities exist in our society. Recruitment starts as early as third grade. While the school bus driver cannot control who is or is not recruited, you can report unusual or inappropriate behavior to your supervisor. **UNDER NO CIRCUMSTANCES ARE YOU, THE BUS DRIVER, TO CONFRONT GANG LEADERS OR POTENTIAL GANG MEMBERS.** Explain to your bus riding students the rules of the bus, what is and is not acceptable behavior. If they misbehave, follow district policy.

Gang activity is extremely serious and sometimes deadly. **NEVER INTERFERE!** Should you see gang signs or symbols on the outside or inside the bus, report it and then remove it. If you or your students are approached by gang members, avoid a confrontation, leave the area as quickly as possible and report the incident to your dispatcher.

The school bus and school bus stop can be dangerous areas. Several gang members can be in the same space with each other. As a driver, it is your job to assure that every student who rides the school bus arrives at their destination safely. So it is important that you have some basic information about gangs.

Gangs Defined

Gangs are a product of the community from which they reside. They are members of the same community they intimidate. Today, gangs exist in every community. A gang could have as little as five or as many as one thousand members. Rather than seeking socially acceptable means of achieving influence, gangs use violence, harassment, intimidation, extortion and fear to control a neighborhood.

A street gang is an association of individuals who exhibit the following characteristics in varying degrees. All modern street gangs display all of the following criteria.

1. A gang name and recognizable symbols.
2. A geographic territory.
3. A regular meeting pattern, and/or
4. An organized, continuous course of criminality.

There are several elements that each gang shares in order to survive. Traits such as unity, identity, loyalty and rewards are important to their group. Unity and identification are reinforced by the wearing of earrings and specific color schemes in clothing as an outward display. Just as each gang wears signs of identifiable clothing they mark their “turf” by graffiti displays on any open space. This graffiti is vigorously protected from defacement by rival gangs. Graffiti painted on buildings is a good indication of gang activity in the area. (Illinois School Bus Driver Training Manual, pg. 68, http://www.isbe.net/funding/pdf/busdriver_trainmanual.pdf)

Interacting with Gang Members

1. Be specific, firm and fair. Lenient treatment of gang members is viewed as a weakness and they will take advantage of your “weakness.”
2. Intimidation of gang members usually escalates into a confrontation and seldom creates respect. Remember, lectures to scare “gangsters straight” DO NOT WORK!
3. Giving public or media attention to a gang or its members escalates gang activity.
4. View each suspected gang member as an individual, they may be a “poser” or “wannabe.”
5. Prevent conflict whenever possible. Experience has proven that an incident, no matter how minor today, can cause 1 to 10 more gang-related or motivated acts of vengeance or reprisals as much as two years later. (Illinois School Bus Driver Training Manual, pg. 68, http://www.isbe.net/funding/pdf/busdriver_trainmanual.pdf)

Things Not To Do or Say in Front of a Gang Member

1. Never insult or show disrespect for a gang member, particularly in front of his or her peers. In the gang subculture, no insult goes unchallenged.
2. Never be critical of gang clothing, slang, tattoos, jewelry, hand signs, music, graffiti or other indications of gang subculture.
3. Never confront gang status, only behavior.
4. Never confront a gang member in the company of their gang peers. This invites resistance in normal society, let alone in the gang subculture.
5. Never mimic gang activity by affecting a gang stance or throwing a gang hand sign.

6. Never call a gang member a “wannabe.” This is openly disrespectful and may induce the individual to prove that you have underestimated them.
7. Never place rival gang members together.
8. Never assume you are safe just because you are encountering a gang member in school, a mall, a church, or in custody.
9. Never physically confront a gang member.
10. Never underestimate the threat from a young or small gang member. (Illinois School Bus Driver Training Manual, pg. 81, http://www.isbe.net/funding/pdf/busdriver_trainmanual.pdf)

TRANSPORTATION OF HOMELESS CHILDREN

The McKinney-Vento Act

The McKinney-Vento Act is the federal regulation that addresses homeless children. If “homeless” eligibility is determined and placement in the student’s school of origin is determined to be in the best interest of the student, local school districts are required to provide transportation to and from the student’s school of origin upon request from the school district.

In 2007-2008, there were 794,617 homeless students enrolled in public schools. In 2008-2009 there were 954,914 homeless children and youth enrolled in public schools. This is a 20% increase from 2007-2008 and a 41% increase from 2006-2007. (National Association for the Education of Homeless children and Youth, <http://naehcy.org/facts.html#howmany>)

Who is Considered Homeless

1. Children who are:
 - a. Sharing the housing of other persons due to loss of housing, economic hardship, or a similar reason (sometimes referred to as doubled-up).
 - b. Living in motels, hotels, trailer parks, or camping grounds due to lack of alternative adequate accommodations.
 - c. Living in emergency or transitional shelters.

- d. Abandoned in hospitals.
 - e. Awaiting foster care placement.
2. Children who have a primary nighttime residence that is a public or private place not designed for, or ordinarily used as a regular sleeping accommodation for human beings.
 3. Children who are living in cars, parks, public spaces, abandoned buildings, substandard housing, bus or train stations, or similar settings.
 4. Migratory children who qualify as homeless because they are living in circumstances described above.

The number one barrier to the education of homeless children was transportation to and from the school of origin.

School Bus Drivers and Homeless Students

School bus drivers must be very sensitive to homeless students. A student's living situation must be kept confidential and school bus drivers need to be kind and assist these students through this difficult time in their lives with as little disruption as possible. (National Congress on School Transportation 2010, <http://www.ucmo.edu/safetycenter/ncstonline>)

Drivers need to be sensitive to homeless children and keep their living conditions confidential.

CHAPTER 7: EXTRA-CURRICULAR ACTIVITY AND FIELD TRIPS

ON DUTY TIME AND HOURS-OF-SERVICE REGULATIONS

It is important for you to know the laws for “on duty time.” Federal and State law limits the number of hours you can drive a school bus before you are required to be “off duty.” This is called “hours-of-service” or “on-duty time.” You cannot drive a school bus in excess of 10-hours in any 15- hour period without resting for 10-hours. (NRS 392.360, <http://www.leg.state.nv.us/NRS/NRS-392.html>)

On-Duty Time Includes:

1. All time spent at a facility waiting to be dispatched.
2. All time inspecting, servicing or conditioning any school bus.
3. All time spent driving a school bus.
4. All time spent on the school bus, other than driving time.
5. All time needed for loading and unloading, supervising or assisting the loading and unloading of students, and any time waiting for students.
6. All the time used for repairing, obtaining assistance, or waiting for assistance to repair a disabled vehicle.
7. All the time spent being tested for drugs or alcohol.
8. Performing any other work as a common, contracted or private motor carrier;
and
9. Performing any work for a non-motor carrier. (FMVSS 395.2, <http://www.fmcsa.dot.gov>)



You are required by federal law to include all duties performed for which you were compensated by any employer.

Hours-of-Service Rules

Effective December 29, 2010, the federal hours-of-service regulation was changed to limit how long CMV drivers can drive. In calculating hours-of-service, split shifts can no longer be used and off-duty time can no longer stop the clock. This means that once the driver comes on duty, the 15-hour on-duty clock starts. Once 15-hours have lapsed, the driver will be required to be off-duty for 10-hours before reporting back to work.

In addition, once you have operated a CMV for 10-hours in a 15-hour period, you are required to be off-duty for 10 consecutive hours.

You are also required to take 34 consecutive hours off-duty if they have been on-duty for 60-hours in any 7 day period.

Drivers who drive extra-curricular activity trips are required to keep a log book showing on-duty time and the hours you have been on-duty.

(<http://www.fmcsa.dot.gov/rules-regulations/topics/hos/index.htm>)

You are allowed 2 additional hours of driving and on-duty time in order to complete a run or to reach a safe place if you encounter adverse weather and driving conditions. However, these conditions were not obvious at the time the trip was dispatched. (FMCSA 395.5

<http://www.fmcsa.dot.gov/rules-regulations/administration/fmcsr/FmcsrGuideDetails.aspx?menukey=395>)

PLANNING FOR AN EMERGENCY

An emergency situation can happen to anyone, anytime, anywhere. It could be a crash, a stalled school bus on a railroad crossing or in a high-speed intersection, an electrical fire in the engine compartment or a medical emergency to a student on the school bus. Knowing what to do in an emergency-before, during and after an evacuation-can mean the difference between life and death. (CDL Manual, pg. 10-6, <http://www.dmvnv.com//pdfforms/dlbookcomm.pdf>)

DRILLS TO PRACTICE EVACUATION

Nevada Law requires that you conduct an emergency evacuation drill at the beginning of each extra-curricular or field trip by school bus.

When conducting the emergency evacuation drills you must instruct chaperones, parents and students on:

1. The responsibility of passengers on a school bus, including where and how to use

the emergency exit doors and windows during an evacuation.

2. Procedures to safely enter and exit a school bus.
3. Appropriate behavior and conduct while on a school bus; and
4. The location of emergency equipment on a school bus. (NRS 392.375, <http://leg.state.nv.us/NRS/NRS-392.html>)



PLANNING THE TRIP

1. **Route to be followed:** Plan routes in detail so your school district knows the route you plan to take and the estimated arrival time. Check on weather conditions.
2. **Location:** Make sure to know the location where you are going and the location where you are picking up students.
3. **Be familiar with the bus** you are taking. Do a thorough pre-trip inspection before Leaving.
4. **Chaperone(s):** Know who your chaperones will be. Explain the safety and discipline rules on the bus. Make sure your chaperones participate in the emergency evacuation drill prior to departure and make sure they know procedures in the event of an emergency. **The bus driver has the final authority on the bus.**

**Remember, the bus driver has the final authority
and responsibility on the school bus!**

5. **Passengers:** You will need a list of names, addresses, date of birth and phone numbers, provided by your school, of everyone you are transporting. In case of accident, the police will require this information.
6. **Extra equipment:** Know what type of equipment you will be required to carry. You will need to be sure that you have proper storage space for extra equipment. **In no event shall aisles, doors, steps, or emergency exits be blocked.**
7. **Plan rest stops:** During your trip you should attempt to stop every 2 hours to refuel, allow your students to use the restroom or to eat. Every time your passengers leave the bus, arrange a time and place for re-boarding. Make sure to account for all passengers prior to departure.
8. **Anytime you leave the bus unattended** for any length of time, it is important to do

a security inspection of your vehicle. You must walk around the vehicle checking for vandalism, suspicious packages, tire damage or engine tampering. There is no time requirement for this type of inspection. Anytime the bus is left unattended (no longer in visual sight of the driver) a quick inspection must be done. You are still required to do a full-post trip inspection.

9. **Stop at all inspection stations:** You are required to stop at all inspection stations even though your school bus is inspected by the Nevada Highway Patrol twice a year. Be prepared to show that you conducted your pre-trip inspection
10. Consider tolls, parking fees or other minor related expenses and who will pay for them.
11. Keep a log showing your “off-duty”, “driving” and “on-duty not driving time.” Check your school district for an approved log sheet.
12. **Check yourself:** Make sure to check yourself throughout the trip to make sure you are in safe operating condition.

You are required to keep a student roster, including seating positions of the students.

PLANNING FOR EMERGENCIES

Being prepared is the best way to handle an emergency. You will need to:

1. Have a list of emergency phone numbers and emergency contact information.
2. Have insurance and vehicle registration in case of an accident
3. Have a blank seating chart.
4. Medical information on students.
5. Evacuation procedures; **and**
6. Location of first-aid kit, body-fluid kit, fire extinguisher, emergency exits and belt cutter, including emergency shut-off switches in the event of a vehicle emergency.

Never fuel a bus with passengers on board. Make sure students are at least 100 feet from the bus. Make sure to turn off all electronic communication devices.

EXTRA RISKS WITH ACTIVITY TRIPS

Field and activity trips pose a greater risk to student safety than to and from school transportation because:

1. Drivers are often unfamiliar with the route and the bus.
2. Driving speeds are usually higher.
3. Trips often take place at night where visibility is less.
4. There is a greater risk of fatigue.
5. Students may not be regular riders and may be unfamiliar with the bus and the rules for students; **and**
6. Students and chaperones can be distracted by the excitement of the event or competition they are attending.

CHAPTER 8: EMERGENCY EQUIPMENT, EMERGENCY PROCEDURES AND FIRST AID



EMERGENCY EQUIPMENT

Every school bus in Nevada is required to carry the following emergency equipment.

Alternating Flashing Red Lights

Every school bus operated for the transportation of pupils to and from school bus must be equipped with a system of alternating flashing red lights that the driver shall operate when the bus is stopped to load/unload pupils, and in times of emergency or accident. (NRS 392.410, <http://leg.state.nv.us/NRS/NRS-392.html>)



Belt Cutters

Each school bus which transports students in a wheelchair or other assistive restraint devices that utilize belts, shall contain at least one belt cutter secured in a location within reach of the driver while belted into his/her driver's seat.

Body Fluid Clean-Up Kit

Each school bus shall have a removable, sealed and moisture-proof body fluid clean-up kit accessible to the driver. The location for the body fluid clean-up kit shall be marked, visible and accessible to the driver.

Minimum contents include:

- 2- Packet of a solution that contains a red-10 dye and that is used to solidify bodily fluids
- 1- Antiseptic wipes or antiseptic liquid
- 1- Antimicrobial wipe
- 1- Disposal germicidal wipe
- 1- Pair of medical grade gloves
- 1- Safety shield;
- 1- *Red bag that is marked "biohazard;" and
- 1- Scraper/scooper.

* **Note:** As used in this section, “biohazard” means a biological agent that may be hazardous to the person or the environment.

(Nevada School Bus Standards,

<http://www.doe.nv.gov/PDFs/SchoolBusStandards2010-Final.pdf>)

First-Aid Kit

Each school bus must have a removable, sealed and moisture-proof first-aid kit in a readily accessible place in the driver compartment. It shall be properly mounted, secured and identified as a first-aid kit. The location for the first-aid kit shall be marked, visible and accessible to the driver.

Minimum contents include:

- 2- 1 inch x 2½ yards adhesive tape rolls
- 24- Sterile gauze pads 3x3 inches
- 50- 3/4x3 inches adhesive bandages
- 8- 2 inch bandage compress
- 10- 3 inch bandage compress
- 2- 2 inch x 6 feet sterile gauze roller bandages
- 2- Non-sterile triangular bandages minimum 39x 35x 54 inches with safety pins
- 2- Sterile gauze pads 36x36 inches
- 3- Sterile eye pads
- 1- rounded-end scissors
- 1- Pair medical grade gloves
- 2- Mouth-to-mouth airway.



First-aid and body fluid clean-up kits cannot be blocked!

Note: Your school district will provide you with a box of regular bandages to use for those minor injuries. This prevents unnecessary opening of the first aid kit.

<http://www.doe.nv.gov/PDFs/SchoolBusStandards2010-Final.pdf>

Once the first-aid kit and body-fluid kit have been opened and the seal broken, you will have to have the kits restocked and resealed by the responsible school district official.

Emergency Warning Devices

Each school bus shall contain at least three (3) reflectorized triangle road-warning devices mounted in an accessible place. These devices must meet requirements in FMVSS 125.

(Nevada School Bus Standards, pg. 22,

Types of Fire Extinguishers



Class A extinguishers put out fires in ordinary combustible materials such as cloth, wood, rubber, paper, and many plastics.



Class B extinguishers are used on fires involving flammable liquids, such as grease, gasoline, oil, and oil-based paints.



Class C extinguishers are suitable for use on fires involving appliances, tools, or other equipment that is electrically energized or plugged in.



Class D extinguishers are designed for use on flammable metals and are often specific for the type of metal in question. These are typically found only in factories working with these metals.



Class K fire extinguishers are intended for use on fires that involve vegetable oils, animal oils, or fats in cooking appliances. These extinguishers are generally found in commercial kitchens, such as those found in restaurants, cafeterias, and caterers. Class K extinguishers are now finding their way into the residential market for use in kitchens.



Fire Extinguishers on the School Bus



1. Each bus shall have at least one 5 or 6 pound UL-approved pressurized, dry chemical fire extinguisher;
2. The extinguisher shall be mounted in a bracket located in the driver's compartment;
3. The certification tag must be current and the pressure gauge shall be easily read without moving the extinguisher from its secured position; **and**

4. The fire extinguisher shall have a total rating of 2A10BC or greater. The operating mechanism shall be sealed with a type of seal that will not interfere with the use of the fire extinguisher. (Nevada School Bus Standards pg. 21, <http://www.doe.nv.gov/PDFs/SchoolBusStandards2010-Final.pdf>)

Spare Fuses

When required, at least 1 spare fuse or other loaded protective devices, if the devices used are not of a reset type of each kind and size used.

Storage of Emergency Equipment

1. Emergency equipment may be mounted in an enclosed compartment provided the compartment is labeled with at least 1 inch lettering.
2. Each piece of emergency equipment must be clearly identified, readily accessible and not blocked.
(Nevada School Bus Standards, pg. 22, <http://www.doe.nv.gov/PDFs/SchoolBusStandards2010-Final.pdf>)

EMERGENCY PROCEDURES

When NOT to use a Fire Extinguisher

1. If the fire is spreading beyond the spot where it started;
2. If you can't fight the fire with your back to an escape exit; **or**
3. If the fire can block your only escape.

When a Fire Extinguisher can be used

1. Once you have evacuated all students to a safe place;
2. The fire is small and contained to a single object; **or**
3. You are safe from the toxic smoke produced by the fire.

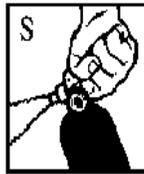
How to Use a Fire Extinguisher -The Pass Principle



Pull the pin from the extinguisher;



Aim the nozzle of the extinguisher at the base of the fire;



Squeeze the extinguisher at the base of the fire;

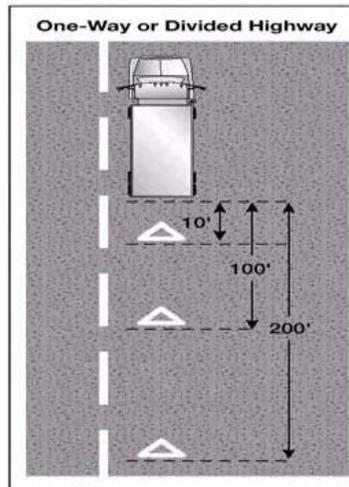


Sweep the extinguisher from side to side while putting the fire out.

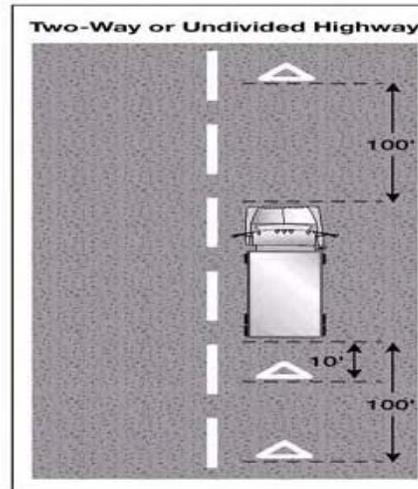
Placement of Emergency Warning Devices

You are required to place emergency warning devices on the highway whenever your bus is stopped for any cause other than necessary traffic stops. Emergency warning devices need to be placed within 10 minutes of your vehicle being disabled. Emergency warning devices need to be placed as follows:

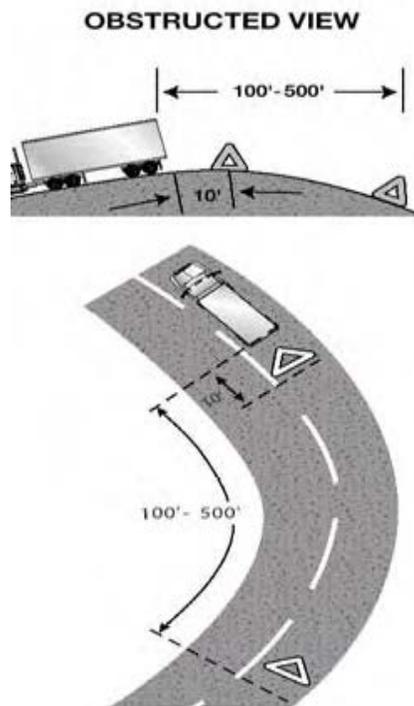
1. **ONE-WAY or DIVIDED HIGHWAY** – Place warning devices 10 feet, 100 feet, and 200 feet toward the approaching traffic.



2. **TWO-LANE ROAD on an UNDIVIDED HIGHWAY** – Place warning devices within 10 feet of the front or rear corners to mark the location of the vehicle and 100 feet behind and ahead of the vehicle.



3. **BEYOND A HILL, CURVE, OR OTHER OBSTRUCTED VIEW** – An obstruction that prevents other drivers from seeing your vehicle within 500 feet. If line of sight view is obstructed due to a hill or curve, move the rear-most triangle to a point back down the road so warning is provided. (CDL Manual, pg. 2-23, <http://www.dmvnv.com/pdf/forms/dlbookcomm.pdf>)



EMERGENCY EVACUATIONS

Determining the Need to Evacuate the Bus

The first and most important thing is for you to recognize the hazard. If time permits, school bus drivers should contact their dispatcher to explain the situation before making a decision to evacuate the school bus.

As a general rule, student safety and control is best maintained by keeping students on the bus during an emergency. But remember, the decision to evacuate the bus must be a timely one.

(CDL Manual, pg. 10-6, <http://www.dmvnv.com//pdfforms/dlbookcomm.pdf>)

In an emergency situation, your bus may be commandeered by law enforcement.

Reasons for Evacuating the Bus

A decision to evacuate should include consideration of the following conditions:

1. Is there a fire or danger of fire?
2. Is there a smell of raw or leaking fuel?
3. Is there is a chance the bus could be hit by other vehicles?
4. Is the bus in the path of a sighted tornado or rising waters?
5. Are there downed power lines?
6. Would removing students expose them to speeding traffic, severe weather, or a dangerous environment such as downed power lines?
7. Would moving students complicate injuries such as neck and back injuries or fractures?
8. Is there a hazardous spill involved? Sometimes, it may be safer to remain on the bus and not come in contact with the material.
(CDL Manual, pg. 10-6,
<http://www.dmvnv.com//pdfforms/dlbookcomm.pdf>)

School bus drivers **MUST EVACUATE** the bus when:

1. The bus is on fire or there is a threat of fire.
2. The bus is stalled on or adjacent to a railroad-highway crossing.
3. The position of the bus may change and increase the danger of collision. (A bus coming to rest near a body of water or a spot where it could go over a cliff)
4. There is an imminent **danger of collision**.
5. There is a need to quickly evacuate because of a hazardous materials spill. (CDL Manual, pg. 10-6, <http://www.dmvnv.com//pdfforms/dlbookcomm.pdf>)

Emergency Evacuation Instruction and Drills

At least twice each school year, a school district shall practice the evacuation of a school bus and receive instruction in the responsibility of a passenger of a school bus to use the emergency exit doors on the bus during an evacuation. (NRS 392.375, <http://leg.state.nv.us/NRS/NRS-392.html>)

Evacuation Procedures

If you must evacuate the school bus in an emergency, the following procedures must be followed:

1. If possible, assign two responsible, older student assistants to each emergency exit. Teach them how to assist the other students off the bus. This can be done when practicing Emergency Evacuation Drills prior to the trip.
2. Determine the best type of evacuation. Can students be evacuated through all emergency exits, or just through the front, rear, side or roof evacuation exits.
3. Secure the bus by:
 - a. Placing transmission in Park, or there is no shift point, in Neutral;
 - b. Set parking brakes;
 - c. Shut off the engine;

- d. Activate hazard-warning lights;
 - e. Remove ignition key; and
 - f. Take electronic communication devices.
4. Give the command “**PREPARE TO EVACUATE**” and provide instruction as to what emergency exits are going to be used:
- a. Turn toward the front of the bus.
 - b. Have student assistants, if available, take their posts at their assigned emergency exits.
 - c. Move backward to the first occupied seats.
 - d. Starting with either the left or the right seat, touch the shoulder of the person nearest to the aisle to indicate that the students in that seat needs to get up and head for the exit.
 - e. Keep the students in the opposite seat by holding your hand on their shoulder until you are reaching for them to evacuation.
 - f. Move down the aisle, repeating this procedure at each seat until the bus is empty.
 - g. Have student assistants do the same when evacuating students out the rear or side emergency exits.
5. Check the bus from the very back seat to the front, making sure it is empty.
6. If possible, grab the fire extinguisher, body fluid clean up kit and first-aid kit.
7. Call 911 immediately and notify your school district supervisor.
8. Direct a student or adult to lead students to a “safe place” after being evacuated. A “safe place” should be:
- a. At least 100 feet off the road in the direction of oncoming traffic. This will keep students from being hit by debris if another vehicle hits the bus.

- b. Lead students upwind of the bus if fire is present.
 - c. Lead students as far away from railroad tracks as possible in the direction of any oncoming train.
 - d. Lead students upwind of the bus at least 300 feet if there is a risk from spilled hazardous materials.
 - e. If the bus is in the direct path of a sighted tornado and evacuation is ordered, escort students to a nearby ditch or culver if shelter in a building is not available, and direct them to lie face down, hands covering their head. They should be far enough away so the bus cannot topple on them.
9. Join waiting students and account for all students.
 10. Administer first-aid if necessary.
 11. Protect the scene.
 12. Set out emergency warning devices.
 13. Prepare information for emergency responders.
(CDL Manual, pg. 10-7,
<http://www.dmvnv.com//pdf/forms/dlbookcomm.pdf>)



ACCIDENT PROCEDURES

If you are in an accident in the school bus, the following procedures are required:

1. Stop the bus and **do not move it** without permission of the investigating officer.
2. Set the brake, turn off ignition and activate hazard lights.
3. Remain calm and survey the scene.
4. Account for all students and access the situation.
5. Notify the proper authorities.
6. Secure the scene.

**Remain calm and
DO NOT MOVE THE BUS!**

7. Evacuate the bus if necessary.
8. Place emergency warning devices.
9. Collect the names of students and establish a seating chart. Law enforcement officials will require a seating chart at the time of the accident.
10. Do not discuss the accident; **and**

Any statement you make about the collision can be used in court. Do not discuss causes of the crash with others involved. Do not admit guilt; let the case be handled by the proper authorities.

BREAKDOWNS

If you experience a breakdown, you should:

1. Slow down, activate your turn signal, and move to the far right lane if possible. You can also pull off onto a shoulder in order to prevent an accident.
2. Set the parking brake, turn off the ignition, set hazard lights, and remove the keys.
3. Evacuate the bus only if necessary. (See emergency evacuation in this chapter)
4. Contact the appropriate official as outlined by your school district.
5. Place emergency warning devices as described in “*Chapter 7, Emergency Equipment.*” **and**
6. Follow school district official instructions.

Never leave students unattended to seek assistance.

DUTY TO RENDER AID

Nevada requires the driver of any vehicle in an accident resulting in injury, death, or damage to any vehicle or property, shall:

1. Give his name, address and the registration number of the vehicle he is driving, and upon request, provide his license to any person injured in such an accident;

2. Give such information and upon request, surrender such license to any police officer at the scene of the accident or who is investigating the accident; **and**
3. Render to any person injured in such an accident reasonable assistance, including the carrying, or the making of arrangements for the carrying, of such person to a physician, surgeon or hospital for medical or surgical treatment if it is apparent that such treatment is necessary, or if such carrying is requested by the injured person. (NRS 484E.030, <http://leg.state.nv.us/NRS/NRS-484E.html>)

If your school bus is in an accident, STOP THE BUS IMMEDIATELY! Do not move the bus until instructed to by law enforcement.

NEVADA'S GOOD SAMARITAN LAW

Nevada law states that any person, who renders emergency aid, gratuitously and in good faith, is not liable for any civil damages as a result of any act or omission, not amounting to gross negligence, by him/her in rendering the emergency care or assistance, or as a result of any act or failure to act, not amounting to gross negligence, to provide or arrange for further medical treatment for the injured person. (NRS 41.500, <http://leg.state.nv.us/NRS/NRS-041.html>)

UNIVERSAL STANDARDS

First Steps in Providing First-Aid

In order to provide appropriate care in an emergency situation you must first survey the situation and provide first aid to those who need it most. The accident can involve one or more persons and can range in levels of seriousness. The first step is to survey the situation and provide appropriate first-aid to those who need it, while contacting officials for professional assistance.

Thorough hand washing is the best tool to prevent the spread of infectious diseases!

Universal Standards for the Spread of Infectious Diseases by Body Fluids

Every school bus driver needs to be aware of universal precautions, which considers every person, all blood and most body fluids to be potential carriers of infectious diseases.

Mouth-to-mouth airways are designed to isolate you from contact with a victim's saliva and body fluids. Avoid using unprotected mouth-to-mouth resuscitation.

Body Fluid Clean-Up Kit

Each School Bus shall have a sealed, removable and moisture proof body fluid clean-up kit easily accessible to the driver. It shall be properly mounted and identified as a body fluid clean-up kit. (See Emergency Equipment)

Cleaning Body Fluid Spills

When cleaning up body fluid spills, you need to do the following:

1. Move students away from the contaminated area.
2. Put on disposable gloves.
3. Sprinkle absorbent material over spilled area. Liquid will quickly congeal for safer handling.
4. After 1 minute, remove contaminated material with scoop and scraper. Carefully place in discard bag from kit.
5. Clean away soils with absorbent towel.
6. After the spill is removed apply disinfectant from the kit.
7. Place all contaminated materials (including gloves) in discard bag. Seal and dispose of bag according to your school district policy.
8. Wipe hands with anti-microbial hand wipe. Wash with soap and running water as soon as possible. and
9. If possible, the student's clothing and other soiled, non-disposable items should be placed in a plastic bag and sent home with the student.

You may not know if a student has an infectious disease because state law prohibits disclosing the name of anyone with an infectious disease.

BASIC PRINCIPLES OF FIRST-AID

1. First-aid procedures apply only to immediate temporary need.
2. Accepted first- aid procedures should only be used. You are not expected to be a medical doctor and minimal first-aid should be administered.
3. Follow only school district approved first-aid procedures.
4. It is important to remain calm when administering first-aid.
5. Injuries can vary in seriousness. Make good decisions.
6. It is strongly recommended that you complete the American Red Cross/American Heart Association course in first-aid and/or a certified CPR course.

First-Aid Kits

1. Each school bus must have a sealed, removable, moisture-proof first aid-kit.
2. It must be in a readily accessible place in the driver's compartment.
3. It must be properly mounted, secured and identified as a first-aid kit.
4. The location for the first-aid kit must be marked. and
5. If you must open a first aid kit, it is your responsibility to have the kit restocked and resealed.

Extra bandages should be kept separate from the First Aid Kit.

MEDICAL EMERGENCIES AND RECOMMENDED TREATMENTS

The information in this section is designed to provide awareness about general procedures that would help you assist a student who is sick or injured while on the bus. First Aid is the immediate but temporary aid given until trained emergency personnel arrive. This material is not intended to prepare you for general first aid proficiency.

All school bus drivers are required to have training in first aid and CPR, along with emergency procedures. The following information is meant to be a guide. Make sure you are aware of your school district's policy with regard to medical emergencies.

Authorization for Student to Self-Administer medication for Asthma or Anaphylaxis

Nevada law allows a parent or legal guardian of a pupil who has asthma or anaphylaxis to submit a written request to the school nurse to allow the pupil to self-administer medication for the treatment of asthma or anaphylaxis while on a school bus. The written request must include a signed statement from a physician indicating that the pupil has asthma or anaphylaxis and is capable of self-administration of the medication.

The Superintendent, principal or school nurse shall provide the Transportation Department with written authorization for the pupil to carry and self-administer medication on the school bus. (NRS 392.425, <http://www.leg.state.nv.us/NRS/NRS-392.html#NRS392Sec425>)

Allergic Reactions and EPIPEN's

Signs and symptoms:

1. Closing of breathing airways
2. Wheezing
3. Sneezing
4. Hives
5. Itching
6. Swelling of the lips, tongue
7. Numbness or tingling of the lips or tongue

8. Skin redness
9. Fast heartbeat
10. Weak pulse
11. Feeling very anxious
12. Confusion
13. Stomach pain
14. Lost control of urine or bowel movements
15. Faintness or “passing out”

Care and treatment:

Nevada law permits students to self-administer anaphylaxis (EpiPen) medication while on the school bus. (NRS 392.425, <http://www.leg.state.nv.us/nrs/NRS-392.html>)

However, if a student has a severe allergic reaction and is unable to administer an EpiPen, you may have to do it. Don't be afraid of use the EpiPen Auto-Injector during an allergic emergency. Using it at the start of such an emergency may prevent the reaction from becoming worse.

To use an EpiPen:

1. Release the blue safety cap. Indicator window shows if pen has been used.
2. Swing the EpiPen auto injector's brightly colored orange tip into the outer thigh and push in the orange tip firmly and hold for 10 seconds.
3. Call 911 for emergency medical attention right away.
(How to Use EpiPens, <http://www.epipen.com/about-epipen/when-to-use-your-epipen>)

Asthma

Signs and symptoms:

1. Pale, cool, clammy skin.
2. Shortness of breath, using all the chest and diaphragm muscles to breathe.
3. Wheezing-a high pitched raspy sound when breathing.
4. Anxiety, exhaustion, a rapid or weak pulse. **or**
5. Severe asthma attack-collapse, leading to eventual respiratory arrest.



Care and treatment:

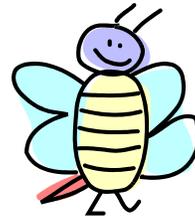
1. Sit the person comfortably upright.
2. Be calm and reassuring.
3. Assist the student with locating their inhaler. Allow student to use inhaler if possible.
4. Place mouthpiece in person's mouth and fire 1 puff into mouth.
5. Ask the person to breath in and out normally for about 4 breaths, **and**
6. Wait 4 minutes. If there is little or no improvement, repeat the above steps.

Seek emergency medical aid (911) in any medical emergency that requires emergency aid beyond your training.

Bites and Stings

Signs and symptoms:

1. Puncture marks
2. Anxiety



3. Pale, cool skin with progressive onset of sweating
4. Rapid, weak pulse
5. Rapid, shallow breathing or breathing difficulties
6. Difficulty swallowing and speaking
7. Blurred vision
8. Abdominal pain
9. Nausea and/or vomiting
10. Headache
11. Intense pain at site of bite
12. Localized redness and swelling

Care and treatment:

1. Find out if the student has any allergies to stings or bites; **and**
2. Use cold compress, if available, to reduce swelling.

Bites from other Children

Bites from other children are one of the most common first-aid problems. For care and treatment:

1. Clean bite with antiseptic wipe and place a band aid on the bite; **and**
2. Report biting incident to your supervisor.

Bleeding

Types of wounds:

1. **Incision:** Is the type of wound made by ‘slicing’ with a sharp knife or sharp piece of metal;

2. **Laceration:** Is a deep wound with associated loss of tissue – the type of wound barbed wire would cause;
3. **Abrasion:** Is a wound where the skin layers have been scraped off;
4. **Puncture:** Wounds are perforations, and may be due to anything from a corkscrew to a bullet; **and**
5. **Amputation:** Is the loss of a limb by trauma.

Care and treatment:

1. Use universal precautions;
2. Apply pressure to the wound to stop bleeding by using a sterile bandage; and
3. Raise and support the injured part above the level of the heart. Elevation of an injured limb forces the blood to flow to the heart and keeps the blood from pooling in the lower part of the affected limb.

Choking

Signs and symptoms:

1. Difficulty or absence of breathing;
2. Inability to speak or cough; **and**
3. Agitation and distress – grabbing the throat; cyanosis and eventual collapse.



Care and treatment:

1. Check mouth and clear any obstructions that may have come loose;
2. Stand behind the student and wrap your arms around the student's waist;
3. Make a fist with one hand;
4. Place the thumb side of the fist against the student's abdomen in the midline and slightly above the navel;

5. Grasp the fist with the other hand and press the fist into the student's abdomen with a quick upward thrust;
6. Each new abdominal thrust should be a separate and distinct movement; **and**
7. Repeat thrusts until victim expels the obstruction.

Head tilt/chin lift maneuver: (remember safety shield)

1. Be sure to provide adequate neck and head extension;
2. Turn student carefully without twisting the body, neck or head, onto the back;
3. Place one hand on the student's forehead and apply a firm backward pressure with palm to tilt head back;
4. Place fingers of the other hand under the bony part of the lower jaw near the chin and lift to bring the chin forward;
5. Never press deeply into the soft tissue under the chin. This might obstruct the airway;
6. The thumb should never be used for lifting the chin;
7. Look for obstruction. If foreign matter is visible, remove it with a hooked index finger;
8. Gently pinch the nose closed with the hand that had been on the victim's forehead and administer two full breaths by taking a deep breath and sealing your mouth around the student's mouth;
9. Adequate time is about 1 ½ seconds per breath;
10. Take a breath after each ventilation; **and**
11. If two breaths work, give the victim six to eight abdominal thrusts.

Dehydration

Signs and symptoms:

**NEVER SLAP A CHOKING
CHILD ON THE BACK!**

1. Pale, cool, clammy skin;
2. Rapid breathing;
3. Profuse and prolonged sweating;
4. Thirst;
5. Loss of skin elasticity; **or**
6. Sunken eyes in children.

Care and treatment:

1. Complete rest indoors or in the shade;
2. Remove unnecessary clothing; **and**
3. Give cool water to drink.

**DO NOT
GIVE
INSULIN
INJECTIONS
TO
STUDENTS!**

Diabetes

Signs and Symptoms:

1. Hot, dry skin;
2. Smell of acetone (nail polish remover) on the breath;
3. Drowsiness;
4. Unconsciousness, progressing to coma;
5. Profuse sweating;
6. Pallor (lack of skin tone and color);
7. Hunger;
8. Confused or aggressive behavior;
9. Rapid pulse;
10. May appear drunk; **or**

11. Seizures

Care and treatment:

1. If conscious, give sweet drink (No diet sodas);
2. Repeat if student responds
3. Assist with medication and encourage ingestion of food high in carbohydrates;
4. **DO NOT** attempt to give insulin injection; **and**
5. Avoid putting fingers in student's mouth

Epilepsy

Types of seizures:

1. **Tonic clonic, or “fits,”** also known as grand mal, are readily identified by the uncontrolled body spasms;
2. **Absence, also known as petit mal,** causes the person to lose contact with his or her surroundings for a few minutes. They may appear like they are daydreaming or in a trance with little or no outward sign that anything is wrong;
3. **A complex or partial,** which is also known as psychomotor or temporal lobe, is accompanied by impaired consciousness and recall. It may also involve staring, automatic behavior such as lip smacking, chewing, tumbling, walking, grunting, repetition of words or phrases, or other symptoms and signs; **or**
4. A simple partial produces a sudden shock-like jolt to one or more muscles that increases muscle tone and causes movement. These sudden jerks are like those that occur in healthy people as they fall asleep.

Signs and symptoms:

1. Fixed stare or apparent daze. Very young epileptic suffers may drool;

2. No reaction to stimuli; **or**
3. Rapid return to normal after two or three minutes.

Care and treatment:

1. Reassurance

Seizures:

2. The epileptic may have a feeling of light headedness;
3. Seizure usually starts with a cry as the diaphragm spasms and forces air from the lungs;
4. Collapse and momentary rigidity;
5. Uncontrolled spasmodic movements of head, limbs and body with blue or purple color to the skin;
6. Cyanosis – is not breathing;
7. May be loss of bladder and/or bowel control;
8. Spasms usually subside after three minutes – student regains control of the tongue and commences breathing normally; **or**
9. Student remains in a drowsy state for a period of time after the seizure.

Care and treatment:

1. Protect the student from injury by moving any possible objects that the student could injure themselves on, and pad the head;
2. Allow the seizure to run its course;
3. When the seizure subsides, check the airway and breathing;
4. Place student in the recovery position on their side. Let them sleep if they wish;
5. Do not put anything, including fingers, into the student's mouth;

6. Avoid well-meaning bystanders who will insist on pulling the tongue out to avoid “swallowing the tongue.” Epileptics cannot swallow their tongues; **and**
7. If seizure lasts more than 3 to 4 minutes, call for medical assistance.

Fractures

Types of fractures:

1. **Open** - Where the bone has fractured and penetrated the skin leaving a wound;
2. **Closed** - Where the bone has fractured but has no obvious external wound; **and**
3. **Complicated** - May involve damage to vital organs and; major blood vessels as a result of the fracture.

Signs and symptoms:

1. Pale, cool, clammy skin;
2. Rapid, weak pulse;
3. Pain at the site;
4. Tenderness;
5. Loss of power to limb;
6. Associated wound and blood loss; **or**
7. Nausea



Care and treatment:

1. Treat and pad the wound;
2. Apply adequate splint, if possible; **and**
3. Elevate injury

Heat Stroke

Signs and symptoms:

1. Flushed, hot, dry skin;
2. The student has stopped sweating;
3. Rapid pulse, gradually weakening;
4. Irrational or aggressive behavior;
5. Staggering gait, fatigue;
6. Visual disturbances, headache, vomiting; **or**
7. Collapse and seizures

Care and treatment:

1. Complete rest indoors or in shade;
2. Remove unnecessary clothing;
3. Cool the student down; **and**
4. Give fluids and cool water if the person is conscious.

**IN AN EMERGENCY,
DO NOT EXCEED YOUR TRAINING!
SEEK PROFESSIONAL
MEDICAL ASSISTANCE!**

Hyperventilation

Signs and symptoms:

1. Rapid respirations;

2. Rapid pulse;
3. Shortness of breath;
4. Pressure, tightness or pain across the chest;
5. Anxiety;
6. Blurred vision;
7. Tingling in fingers and toes;
8. Hand and finger spasms and pain; **or**
9. Fainting

Care and treatment:

1. Reassurance;
2. Remove the cause of anxiety, if possible;
3. If the student has fainted, lay student down with legs elevated; and
4. Monitor breathing

Nose Bleeds

When a student nose bleeds, there are some immediate things you can do to stop the bleeding. Elevate the trunk of the body so that it is higher than the heart. Tilt the head forward and cool compress the nostril for five to ten minutes.

**BITES and NOSE BLEEDS ARE THE
MOST COMMON FIRST-AID
PROBLEM YOU WILL ENCOUNTER
AS A BUS DRIVER!**

CHAPTER 9: SECURITY & EMERGENCY PREPAREDNESS , HOSTAGE AWARENESS, HARASSEMENT, HOSTILE LEARNING ENVIRONMENTS and MANDATORY REPORTING

SECURITY & EMERGENCY PREPAREDNESS TRAINING

In addition to the threat from foreign and domestic terrorist groups, the school bus driver and their students may be targets of:

1. Violence from students, unauthorized visitors, the neighborhood dog, weapons and criminal elements outside the school bus.
2. Vandalism, property loss, petty theft, fights or disturbances, child abductions and sexual predators. (NCST 2010)

Why School Buses Could Be Targets

1. They are relatively unprotected and vulnerable;
2. They have predictable routes and schedules;
3. They have the potential for a large numbers of casualties;
4. They have schools all over the nation;
5. They have unquestioned access to high-value destinations;
6. They represent an emotional target; **and**
7. The effects of a terrorist attack on school buses would demoralize Communities, States, and the Nation.



Looking for Suspicious Behavior or Activities

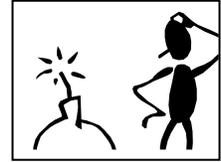
Awareness is the best weapon for preventing a crime and increasing personal and school bus security. Armed with awareness, most school bus drivers can eliminate or significantly reduce property losses and crime. School bus drivers need to pay particular attention to:

1. Anyone appearing unusually interested in school facilities, vehicles or their surroundings.
2. Anyone who has been sighted within a school, or a school bus stop numerous times.
3. Anyone who has put a package in a public place and left quickly.
4. Anyone seeking information on school facilities, buses or schedules.
5. Anyone taking pictures or videotaping areas of school bus facilities, schools or school bus stops.
6. Anyone looking lost or wandering around at school bus stops or school grounds, or anyone who seems to be somewhere they are not supposed to be.
7. Anyone showing disruptive or potentially distracting behavior.
8. Anyone showing an unusual interest in employees or students, the school or school bus locations.
9. Anyone wearing a uniform that appears to not be part of the setting.
10. Anyone wearing clothing that is not appropriate for the weather.
11. Any person possessing a weapon or dangerous item.
12. Any person using a vehicle in a suspicious way (illegally parked, erratic driving, following).



You can not identify suspicious behavior based on stereotypes of race, color or ethnicity.

Being Aware of Suspicious Items:



1. Items that are abandoned or hidden in an unusual place.
2. Items having leaking gas, vapor, odor or suspicious substance including excessive grease.
3. Any items that contain exposed wires or timer.
4. Any items that have an attached message with a threatening note or suspicious markings.
5. Any canister, propane style tank, metal box, bottle, out of place items.

School Bus Drivers

School bus drivers are the eyes and ears of their communities. They know their buses, students, area and conditions along their routes. They know what is unusual or does not belong. Learn to TRUST YOUR GUT and be familiar with:

Policies and Procedures for:

1. What to do in case of emergencies or an increase security threat.
2. The available communication systems and how to use them.
3. Policies and procedures for hostage situations.
4. Conduct security inspection of vehicles (similar to pre and post trip inspections).
5. How to respond to threats of violence from students, unauthorized boarders and others outside the school bus.

Identification and Prevention of:

1. Suspicious criminal or terrorist activity.
2. Illegal entry of the school bus by people, packages or devices.

Responses to:

1. Shootings or snipers.

2. Fights and disturbances, both on and off the bus.
3. Vandalism or property damage.
4. Child abductions, sexual predators or child custody issues.
5. Threats of violence from students, unauthorized boarders and others outside the school bus.
6. Weapons on the school bus. (NCST 2010, www.ncstonline.org)

Additional Safety Tips:

1. Remove the keys from the ignition and take them with you whenever you have to leave your school bus.
2. Do pre-trip and post-trip inspections whenever you have left the school bus unattended for any length of time including a security inspection.
3. Never allow unauthorized personnel to enter the bus.
4. Maintain an uncluttered bus.

Reporting Suspicious Items & Unusual Activities

1. **IMMEDIATELY** report suspicious items. If you suspect a serious situation, call 911 right away.
2. Remain alert and calm. Pay attention to the details. Be able to provide the location and a description of the suspicious activity or person.
3. Be able to report the location, color, year, make, model and license plate number of any suspicious vehicles.
4. Never touch or pick up a suspicious item. Move as far away as possible; **and**
5. **DO NOT USE** your radio or cell phone within 300 feet of the suspicious package.

School Bus Security Inspection

Anytime you leave the bus unattended for a short period of time, you are required to do a security inspection. You must walk around the vehicle checking for vandalism, suspicious packages, tire damage or engine tampering. There is no time requirement for this type of inspection. Anytime the bus is left unattended (no longer in visual sight of the driver) a quick inspection must be done. You are still required to do a full-post trip inspection.

School bus drivers need to be vigilant when checking the following items:

1. **Seats:** Look for lumps, bulges, damaged upholstery and any suspicious packages on a seat.
2. **Floor surface:** Look for modifications to material/unusual thickness.
3. **Roof liner:** Look for rips or bulges.
4. **Cargo compartment:** Smell for strange odors, raised floor, unusual welds, unusual items or excessive weight.
5. **Exterior surface:** Look for missing screws, unusual scratches, welds, signs of tampering or recent paint.
6. **Undercarriage:** Look for items that are taped or attached to the frame or fresh undercoating.
7. **Engine compartment:** Look for odd wires or liquids, unusual welds or new tape.
8. **Tires:** Look for unusual odor from air valve; **and**
9. **Fenders:** Look for unusual thickness



HOSTAGE AWARENESS

Emotional Stages

If you find yourself in a hostage situation, you need to understand the feelings you will experience:

1. **Denial:** It is common for the victim to feel that this is not happening to me, or that it is just a joke.

2. **The belief of immediate rescue:** Do not mislead yourself by thinking you will be rescued right away. It is to your advantage for the situation to take time to resolve. There is more of an opportunity for negotiation with the captor, which can lead to a peaceful resolution; **and**
3. **Try to hold onto reality:** Make a determined effort to stay focused. Avoid the temptation to let your thoughts center around your family/loved ones, and what might become of them if something should happen to you.

Things "TO DO" in a Hostage Situation

1. **Bond with your captor:** Try to relate to them and build a relationship of understanding and sympathy.
2. **Be human:** Do not allow the captor to view you as an object instead of a person. Let your captor know that you are a father or mother and that there are people who depend on you, even if there are none. Avoid having your face covered. This dehumanizes a person.
3. **Take mental notes:** Without being obvious to the captor, note any scars, tattoos, or other identifying marks. Estimate height, weight, and hair color.
4. **Expect to be arrested:** Law enforcement personnel will detain everyone until identification can be verified. Captors have exchanged clothing with hostages in an effort to escape. Your district will have officials on the scene to identify you.
5. **Keep a low profile:** Speak only when spoken to. Do not initiate conversation.
6. **Think pleasant thoughts:** The incident could go on for hours. Avoid falling into depression, and remain confident that you will be released.
7. **Remain strong for your students:** Even though you may have had a difficult time with the students all year, they will look to you for leadership in an emergency. If you maintain your composure, it will help them to do the same.
8. **Remember you are a primary witness for investigators:** It is vital that you write down everything that occurred during the hostage situation from onset to resolution. Do this as soon as possible while the events are still fresh in your mind. Do not speak to the media. Your district officials on the scene

should shield them from you. Follow district policy regarding any future media contact.

Things "NOT TO DO" in a Hostage Situation

1. **Do not make any threats:** Remember that the captor is holding you against your will with some type of weapon. Do not behave, or speak in a manner that may be perceived by the captor as threatening.
2. **Do not stare or glance at your captor:** Keeping your eyes down will give the appearance of submission. Do not appear aggressive in your body language or facial expressions.
3. **Do not interfere:** Do not volunteer to assist the captor in any way. Do not interfere with the actions of the captor. For instance, he/she may be irritated with crying students and strike the students to quiet them. Remember that you are being held at gun/knife point. Challenging the captor will increase the risk of further harm to yourself and/or the students.
4. **Do not negotiate for your own release:** Only the police will conduct negotiations. If you involve yourself, you may jeopardize a peaceful resolution to the hostage situation.
5. **Do not negotiate for the release of the students:** Do not make offers or promises of money or possessions in exchange for the release of the students. Only the police can negotiate.
6. **Do not be arrogant:** -Give the captor whatever they want. Do not resist. It could result in harm to yourself and/or the students.

Tips to Help you in a Hostage Situation

1. **Help keep the peace:** Prevent anyone from getting hurt. Consider your actions so as not to put yourself or your students at risk.
2. **Be patient:** If you as the driver show patience, then your students will be more prone to follow your lead.
3. **Remain calm:** Try not to show fear, the students are looking to you as an example.

4. Know that 99% of all situations are resolved through negotiations: **Negotiations may take time, but remember that time is on your side.**
5. **Do not be confrontational:** Don't be a hero, unnecessary harm to you or your students may result from your actions.
6. **Avoid getting caught in a hostage situation:** Report any suspicious activity immediately. Do not wait for something to happen or get out of control.
7. **Call the police:** This is the best action a driver can do. Avoid becoming caught in the situation before it occurs.
8. **Know your passengers:** Knowing your passengers and their needs can be vital in such emergencies. Their medical needs may allow communication for emergency medical support.
9. **Communicate:** If possible, try to make your location and situation known as soon as possible; if the hostage taker has not made contact. (Microphone keyed open).
10. **Be a good witness:** Make a mental picture of the hostage-taker(s) and any weapons. This information may be vital for the police in determining the next move to help the remaining hostages.
11. **Go along to get along:** Cooperate with your captor and do as you are told. Comply with reasonable demands.
12. **If the police try to enter the bus:** Try to avoid giving away police positions or actions. Captors could pick-up on them. Be prepared for loud noise and follow instructions quickly.

HARRASSMENT AND HOSTILE ENVIRONMENTS

Targets of bullying and harassment experience anxiety, distress, confusion, loss of self-esteem and depression. (Blueprints for Violence, 1999) Schools, school buses and school bus stops need to be safety zones for students.

Harassment

Harassment is Unwelcome and Unwanted.

Under Title IX of the Education Amendments Act of 1972, a school district cannot allow harassment or hostile environments in the school. It violates the law when a school district creates it, encourages it, or tolerates it. School districts are now the subject of many civil

lawsuits for their failure to stop harassment and hostile environments in the school.

Hostile Environments

A hostile environment is defined as an intimidating, hostile, or offensive environment that results in a student's inability to learn. School districts are required to take steps to prevent hostile environments, and deal with complaints about harassment when they are made. When a school district knows that an environment is hostile or a student is being harassed, you are required by law to do something about it.

What is a Hostile Environment

1. When a single incident is so serious that it causes disruption to the education of a student.
2. A hostile environment or harassment is behavior that is **UNWELCOME AND UNWANTED AND IS RELATED TO ONE'S GENDER OR RACE, OR NEGATIVELY IMPACTS THE STUDENT'S EDUCATION IN A WAY THAT MAKES THE STUDENT FEEL UNCOMFORTABLE.**
3. Harassment on the school bus and at the school bus stop can be far worse for the student because:
 - a. The driver may not be aware of the harassment while it's occurring;
 - b. School buses and school bus stops limit the number of witnesses;
 - c. The school bus or a school bus stop is a confined area that prevents escape from the harassment; and
 - d. The student's ability to avoid harassment is restricted.



Types of Behavior that Constitute Harassment or a Hostile Environment

1. Spreading rumors or gossiping;
2. Making suggestive comments about the sexual orientation or activity of another person;



3. Calling someone names of a sexual or ethnic nature. Making obscene gestures in a sexually suggestive manner;
4. Using sexually explicit language;
5. Graffiti on the school bus or at the school bus stop which uses explicit sexual language to describe and degrade members of the opposite sex;
6. Unwelcome and unwanted touching, pinching or restraining of students;
7. Exposing private parts; flipping up skirts or snapping bras;
8. Threatening unwanted sexual activity; **and**
9. Teasing or lewd remarks.

Know and understand your district's harassment policy.

Boundary Violations

School bus drivers need to know what is considered appropriate behavior around students. Because of your one-on-one contact with students, you must be very careful of how you act around students.

What is considered **INAPPROPRIATE BEHAVIOR**:

1. Discussing or sharing your personal life with students;
2. Acting as a confidant to students. If they come to you with problems, refer them to the appropriate school authority and report the incident to your supervisor;
3. Encouraging, laughing or tolerating sexist or racist jokes;
4. Stereotyping of your students;
5. Allowing students to sit on your lap or hug them. No neck rubs or back massages;
6. Allowing students in your personal vehicle for any reason;

7. Giving special treatment or making promises of special treatment to your students; **and**
8. Meeting with students outside of school.

The Bus Drivers Role



1. Report all incidents of inappropriate behavior to your supervisor.
2. Document any incidents of harassment you have reported to your supervisor. If the student files a civil lawsuit because a school district failed to stop or prevent harassment, you could be held financially liable. Documentation is your only protection.
3. Follow up with your supervisor on your report.
4. Remember that **YOU ARE PERSONALLY LIABLE IF YOU SUSPECT HARASSMENT AND FAIL TO REPORT YOUR SUSPICIONS.**
5. Do not be afraid to report suspicious behavior to the appropriate authority even if the suspected abuse is by an educator.
6. **TRUST YOUR GUT!**

Nevada's Provisions for a Safe and Respectful Learning Environment

Nevada law states that "A learning environment that is safe and respectful is essential for the pupils enrolled in the public schools in this state to achieve academic success and meet this state's high academic standards. Any form of harassment or intimidation in public schools seriously interferes with the ability of teachers to teach in the classroom and the ability of students to learn."

**Harassment and Intimidation are against the law.
You must report all incidents of harassment to the
appropriate school district officials and follow up.**

Interfering with a Pupil Attending School

Nevada law states that it is unlawful for any person to beat, whip, detain or otherwise interfere with a pupil while on the way to and from school. (NRS 392. 900, <http://leg.state.nv.us/NRS/NRS-392.html>)

Threatening or Assaulting a Pupil or School Employee

1. It is unlawful for any person to disturb the peace of any public school by using vile or indecent language within the building or grounds of the school.
2. It is unlawful for any person to threaten or assault any public or school employee within the building or grounds of the school, on a bus, van or other motor vehicle owned, leased or chartered by a school district to transport pupils or school employees or, at a location where the pupil or school employee is involved in an activity sponsored by a public school. (NRS 392.910, <http://leg.state.nv.us/NRS/NRS-392.html>)

Threatening a Pupil or School Employee by oral, written or electronic communication

1. You cannot threaten a school employee or pupil through the use of oral, written or electronic communication.
2. Through the use of cyber-bullying, threaten to cause bodily harm or death to a pupil or school employee with the intent to:
 - a. Intimidate, harass, frighten, alarm or distress;
 - b. Cause panic or civil unrest; or
 - c. Interfere with the operation of a school.
(NRS 392.915, <http://leg.state.nv.us/NRS/NRS-392.html#NRS392Sec900>)

Respect the student's right to privacy. Handle complaints of harassment immediately with care and confidentiality.

MANDATORY REPORTING

As a school district employee, you are considered a mandatory reporter, which means you are legally responsible to report all incidents of abuse or suspected abuse.

Under Nevada law, a person who has a “reasonable cause to believe” that an act or situation exists, is occurring or has occurred, is required to report their suspicions to the required authority. In addition, you are required to act “as soon as reasonably practical”. (NRS 432B.121, <http://leg.state.nv.us/NRS/NRS-432B.html>)

Nevada Law for Reporting

If you suspect that abuse is occurring, has occurred or may occur, you are required to make a report. Any person who in their professional or occupational capacity has reasonable cause to believe that a child has been abused or neglected shall:

1. Report the abuse or neglect of the child to an agency which provides child welfare services or to a law enforcement agency; **and**
2. Make such a report within 24 hours after you know or have reasonable cause to believe that the child has been abused or neglected. (NRS 432B.220, <http://leg.state.nv.us/NRS/NRS-432B.html>)

Penalties for Failure to Make a Report

Any person who knowingly and willfully violates this provision is guilty of a misdemeanor. (NRS 432B.240, <http://leg.state.nv.us/NRS/NRS-432B.html>)

How to File a Report

If you suspect abuse, you can contact the **CHILD ABUSE OR NEGLECT HOTLINE AT 800-992-5757**. You can also visit the Nevada Department of Health and Human Services at www.dhhs.state.nv.us for local DCFS locations. In addition, you can also contact your local law enforcement office.

Immunity from Civil or Criminal Liability

Any person who makes a report in good faith, of suspected abuse is immune from civil or criminal liability. (NRS 432B.160, <http://leg.state.nv.us/NRS/NRS-432B.html>)

CHAPTER 10: TRANSPORTING STUDENTS WITH SPECIAL NEEDS



LAWS AFFECTING SPECIAL NEEDS TRANSPORTATION SERVICES

Individuals with Disabilities Education Act (IDEA)

1. IDEA guarantees students with special needs a free and appropriate education.
2. IDEA's two primary objectives are:
 - a. Special Education must be designed to meet each student's unique educational needs.
 - b. Those unique special education needs and how they will be addressed are described in the student's individual education plane or IEP.
(NHTSA's School Bus Driver In-Service Safety Series, http://www.nhtsa.gov/people/injury/buses/UpdatedWeb/topic_9/index.html)



More Definitions under IDEA

1. **Child with a disability:** A child who has been evaluated by the State as having an impairment for which the child needs special education and related services.
2. **Special Education:** Specially designed instruction, at no cost to the parents, to meet the unique needs of a child with a disability.
3. **Individualized Education Plan (IEP):** A written statement for a student with a disability designed to meet his/her unique educational needs.
4. **Local Education Agency (LEA):** The local education agency is the school district; each IEP team should have an LEA representative who can determine the district's available resources and vouch for the district's implementation of the IEP.

5. **Individual Family Support Plans (IFSPs):** A plan written for a child, birth to three years. Family involvement is required.
6. **Least Restrictive Environment (LRE):** Students with disabilities must be educated with their non-disabled peers to the maximum extent possible. This includes transportation services.

Free Appropriate Public Education (FAPE)

1. The centerpiece of IDEA is the FAPE concept; **and**
2. FAPE means that students with disabilities are entitled to a free education that is appropriate to their age and abilities.

Transportation as a Related Service

1. Transportation is one of the many related services that a child with a disability may need.
2. The definition of “transportation as a related service” means:
 - a. Travel to and from school and between schools;
 - b. Travel in and around school buildings; and
3. Specialized equipment (such as special or adapted buses, lifts, and ramps), if required, to provide special transportation for a child with a disability.

Section 504 of the Rehabilitation Act of 1973

1. Section 504 prohibits discrimination on the basis of a disability.
2. A school district has the following obligations for eligible 504 students:
 - a. Provide a free appropriate public education;
 - b. Educate with non-handicapped students to the maximum extent appropriate;
 - c. Develop procedures for the identification of all handicapped students; and

- d. Develop evaluation and classification procedures.
3. Students who meet 504 eligibility may or may not have a written “504 Plan,” but the district must provide the necessary transportation accommodations for these students.

U.S. Office of Civil Rights

The Office of Civil Rights is in place to protect the rights of students and to ensure that school districts are complying with the law.

Family Education Rights and Privacy Act (FERPA) on Confidentiality

1. FERPA is the federal law that protects students’ privacy;
2. FERPA requires parental permission for others to access a student’s education records except for “school officials” who have a “legitimate education interest” and others specified by law; **and**
3. Transportation personnel are considered “school officials” in their role as related services providers.

Confidentiality

The Individuals with Disability Education Act (IDEA) requires that an **Individualized Education Plan (IEP)** and **Individual Family Service Plan (IFSP)** information needed to transport a student safely, even if confidential, shall be made available to the related-service provider. Information provided to transportation staff is confidential and staff shall be trained regarding confidentiality requirements.

INDIVIDUALIZED EDUCATION PLAN (IEP)

The IEP team determines if a student needs specialized transportation as a related service. The transportation staff needs to participate in the IEP if specialized transportation is required.

1. By law, the IEP committee must consider several issues related to the student’s educational program. When transportation is considered as a related service, there are a number of questions which must be addressed:
 - a. Can the student use regular transportation?

- b. If not, can regular transportation be safely used if supplementary staff, equipment, and/or services are provided?
 - c. If not, what type of specialized transportation is required?
 - d. Is an attendant or other qualified personnel available?
 - e. Is a responsible adult available for pick-up and delivery of students?
 - f. Length of time the student can be on the bus.
2. The IEP team addresses transportation issues such as:
 - a. Type of transportation needed.
 - b. What equipment the students uses that must be transported.
 - c. Whether the student needs an attendant.
 - d. Transportation restrictions (for example, a maximum riding time).
 - e. If the type of transportation requested is viable.
(NHTSA's "Transporting Students with Special Needs for School Bus Drivers,"
http://www.nhtsa.gov/people/injury/buses/UpdatedWeb/topic_9/index.html)

Special Factors

The IEP team must consider the following special factors when developing the IEP and determine how they could impact transportation.

1. Behavior Plan
2. English Proficiency
3. Vision Skills
4. Communication Needs
5. Assistive Technology Needs

Responsibilities of School Bus Drivers

Transporting students with disabilities is more difficult than transporting their non-disabled peers. School bus drivers who transport special education students need to know that there is additional responsibilities they must be aware of:

1. Loading and unloading
 - a. How to safely handle and maneuver the student and their equipment.
 - b. How to properly load a wheelchair using a lift.
 - c. How to properly secure wheelchairs and other equipment.
 - d. How to properly secure a student.
2. How to maintain the equipment on the school bus used to secure the student and their equipment.
3. A seating plan.
(NHTSA's "School Bus Driver In-Service Safety Series,"
http://www.nhtsa.gov/people/injury/buses/UpdatedWeb/topic_9/index.html)
4. Emergency contact information.
5. Emergency evacuation plan.

CHARACTERISTICS OF DISABILITIES AS DEFINED BY IDEA

Autism

1. The Student



These students exhibit a wide range of intellectual and behavioral differences. Some students do not communicate, communicate in a meaningless manner, or have emotional outbursts, abnormal reaction to sound, hyperactivity, lethargy, abnormal responses to objects, abnormal fears, and difficulty communicating with others. A child who manifests the characteristics of autism after age 3 could be diagnosed as having autism.

2. **The Driver/Attendant**

- a. Bus attendants are essential to assure transportation safely for this population.
- b. Ignore behaviors that don't hamper bus safety.
- c. When behaviors affect bus safety, intervene.
- d. Plan intervention carefully. For example:
 - i. Give only one or two word directions to correct inappropriate behavior.
 - ii. Do not provide choices.
 - iii. Give all requests in a quiet, gently, firm voice.
- e. Stop the bus if there is a severe disruption.
- f. Maintain a daily routine that minimizes inappropriate behavior.

Deafness

1. **The Student**

Not all deaf students communicate in the same manner. Some deaf students only use sign language, other deaf students only lip-read, and other students use a total communication system that includes both sign language and lip-reading.

2. **The Driver/Attendant**

- a. Deaf students who are able to maintain communication with the driver or assistant will present fewer behavior problems.
- b. Be familiar with the student's mode of communication.
- c. If the primary mode of communication is sign language, learn enough basic signs and finger spelling to provide safe transportation.

- d. Keep paper and pencil available for communication purposes.

When dealing with special need students, always speak in a calm voice and follow a daily routine.

Deaf-Blindness

1. **The Student**

Students with hearing and visual impairments require very specialized planning. Consistency in seating, communication, and daily management are required in order to minimize transporting problems. Students who are deaf-blind react positively to a daily routine and are easily distracted and upset by sudden change.

2. **The Driver/Attendant**

- a. Bus attendants are considered essential to accommodate these students.
- b. Transporters of this population require extensive training, skill, and knowledge about mobility and alternative communication techniques.

Emotional Disturbance

1. **The Student**

These students can be the most challenging to provide with daily transportation services. The day-to-day transportation problems may range from mild to severe behavior disruptions. Inappropriate behaviors may include failure to stay seated, name calling, hitting, spitting, screaming, stealing, fighting, exiting the bus, and destruction of property.

2. **The Driver/Attendant**



- a. Get behavior management training.
- b. A structured daily routine that is coordinated with the student's instructional program will enhance appropriate behavior.

- c. Video cameras have been recognized for their effectiveness in modifying bus behavior.
- d. In addition, there has been success in not transporting all seriously emotionally disturbed students on the same bus.

Hearing Impairment

1. The Student

Students with hearing impairments may or may not use sign language. These students may have fluctuating hearing and therefore do not respond consistently to verbal communication.

2. The Driver/Attendant

- a. Establishing good communication practices increases acceptable behavior.
- b. Be sensitive to each student's communication needs.
- c. Accommodate hard-of-hearing students by patiently repeated missed information, speaking clearly, and avoiding excessive background noise, which further reduces hearing.
- d. Students should be able to see the lips of the person speaking.



Mental Retardation

1. The Student

Students who are mentally retarded demonstrate a broad range of abilities and functional levels. These students may be ambulatory or non-ambulatory, and may attend their local school or a special education center.

2. The Driver/Attendant

- a. The degree to which transportation services must be modified depends on such factors as independent functional level, ability to follow directions, ability to memorize and retain safety rules, and day-to-day age-appropriate self-help and adaptive behavior skills.



- i. More and more mentally retarded students are being transported on a regular bus and integrated with their non-disabled peers.
 - ii. Severely and profoundly mentally retarded students require a greater level of assistance because of their limited level of comprehensive or severe memory limitations.
- b. It is difficult for students to conform to what is expected if they can't comprehend the expectation. Expectations should be directly related to the student's functional ability.
 - c. Follow a daily routine.
 - d. Speak softly and firmly.
 - e. Be friendly.
 - f. Give one-part directions.
 - g. Students who have toileting problems should be toileted before leaving home in the morning and before leaving school in the afternoon. Appropriate garments should be worn to protect the school bus seats.

Multiple Disabilities

1. The Student

Students with multiple disabilities require extensive planning.

2. The Driver/Attendant

- a. Recommendations for other disability students may be implemented for these students. In addition, many of these students may also have medical problems that require special knowledge and skills.
- b. In-service training must include extensive information and skill development about alternative communication systems, special equipment management, student positioning, and behavior management techniques.

- c. Because of the range of severity of disabilities under this definition, emphasize safety.
- d. Visually monitor the status of each child during the ride. A trained bus attendant who can work closely with the driver should be provided.

Orthopedic Impairment

1. The Student

Students with orthopedic impairments may require specialized services.

2. The Driver/Attendant

- a. Many of these students require specialized seating, physical handling, or specialized equipment with adaptations.
- b. If significant modifications are required, they should be discussed at the IEP meeting where the parent, and appropriate educational and related services personnel, can address the required modifications.
- c. If special personnel are required to assist these students, both the driver and attendant should be knowledgeable about each student's needs.
- d. Safety in student handling and equipment management are essential skills for drivers and attendants.



Other Health Impairments

1. The Student

This definition encompasses a broad range of students. This category includes children who have limited strength but may appear no different from their non-disabled peers.

2. The Driver/Attendant

Know about each student's disability and how it may be manifested while on the school bus. Special education personnel, occupational and physical

therapists, and nurses can provide valuable assistance that increases safety and reduces the risk of liability in emergencies.

- a. For example, safety of a student with hemophilia requires priority seating to prevent any dangerous bleeding.
- b. For the epileptic student, seat assignment and climate control may be vital to reduce seizure activity.
- c. For the student with diabetes, glucose tablets should be available on each school bus and the driver or attendant should be familiar with administration.
- d. Students with lead poisoning may demonstrate mild to severe attention deficits, as well as an inability to control impulsive behavior.
- e. All drivers should be provided adequate in-service training about children with disabilities since children with health impairments may frequently be transported with their non-disabled peers.

Specific Learning Disability

1. The Student

This student population rarely requires special transportation intervention. The majority of these students ride the school bus with their non-disabled peers.

2. The Driver/Attendant

- a. Because these students frequently do not look or act differently from others, their special needs are not obvious.
- b. A learning disabled student may have a problem using or understanding language.
- c. Students who have severe learning disabilities may require patience and understanding with written or oral communication.

Speech or Language Impairment

1. The Student

This student population rarely requires special education transportation services except for the reason of age. Because of the emphasis on early intervention, this population is more frequently being served at a very young age.

2. The Driver/Attendant

Have transportation equipment that is appropriate for a child's age to ensure safety for young children.

Traumatic Brain Injury

1. The Student

This student population often requires very specialized transportation planning because of limited physical, behavioral, or intellectual abilities. Students who have suffered traumatic brain injury were not born disabled and may demonstrate extreme frustration trying to accept changes in their physical, behavioral, or intellectual status.

2. The Driver/Attendant

- a. Identify personnel to provide assistance with interventions recommended on the student's IEP. Rehabilitation personnel are often the most knowledgeable about the needs of this population and can provide valuable assistance.
- b. Patience, compassion, and good communication are essential elements for appropriate services.

Vision Impairment

1. The Student

This student population may or may not require special services. The degree of intervention required depends on the student's ability to function independently.

2. The Driver/Attendant



- a. Carefully assess each student to provide the appropriate level of assistance.
- b. Some students require extensive assistance to be seated, while others need little or none.
- c. To ensure safety, maintain a consistent daily routine that includes the same seat assignment.
- d. Use verbal communication to provide compensation for what cannot be seen.
- e. Directions should be precise.

(NHTSA's "Transporting Students with Special Needs," Handout #2,

http://icsw.nhtsa.gov/people/injury/buses/Brady%20Web/to pic_9/)

COMMUNICATION

It takes a team of people to best provide proper transportation for students with special needs. In this section you will learn about who should be on the team, what information to communicate and what not to communicate and what to do in an unexpected situation.

Who Needs to be on the Transportation Team

1. Anyone necessary to ensure a safe ride for that student. This could include:
 - a. School bus driver & attendant
 - b. Teacher
 - c. School nurse/aide
 - d. IEP Team
 - e. Parent or caregiver



- f. Anyone who meets the school bus to assist with loading/unloading
- g. Counselor
- h. Occupational/Physical Therapist
- i. Psychologist
- j. Student

Communicating with Parents/Caregivers

1. Remember that you are not alone in dealing with parents and caregivers.
2. You are not obligated to do everything a parent or caregiver requests although some requests may make it easier to transport the student. Know which questions to refer to your supervisor.
3. Be sensitive in dealing with parents and caregivers.
 - a. Be firm but kind.
 - b. Explain why something is done a certain way, e.g., for safety reasons.
 - c. Remember that parents and caregivers are advocating for the student's needs. However, they aren't in a position to tell you what your job is and how to do it.
 - d. Know your districts policy and procedures for communicating with parents and caregivers.

Communicating with Special Needs Students

1. Know and respect the cognitive capacity of the student.
2. At the level the student can understand, explain what you are going to do and why before you do it and explain again while you are doing it (if appropriate).
3. Keep bus rules simple and repeat them often to help students understand.

4. Reinforce bus rules by praising students who follow them.
5. Remember, if a student can't communicate with you, don't assume that the student can't understand you.

Communicating in Emergencies

1. If you encounter a situation that you hadn't expected, your first response should be to contact dispatch and request advice from your supervisor.
2. If you have a medical emergency, don't delay in notifying dispatch and call 911 if the medical emergency exceeds your training. When contacting dispatch, remember to respect confidentiality. Remember that:
 - a. Radios and cell phones are not secure.
 - b. Use discretion when talking over non-secure lines.
 - c. Avoid using personal identifying information unless you have no other choice.
3. Depending on the situation you may need to pull the bus over at a safe place.
4. DO NOT tell other drivers or non-drivers about the situation. Respect the confidentiality of your students.
5. Know your school district policies for communicating with emergency responders and your school district.
(NHTSA's "Transporting Students with Special Needs," Team Communication Issues,
http://icsw.nhtsa.gov/people/injury/buses/Brady%20Web/topic_9/)

SPECIALIZED ASSISTIVE EQUIPMENT

Students with special needs may use a variety of specialized equipment requiring special care and use. One of the most challenging to transport is the wheelchair. Some of the specialized equipment or assistive devices you might encounter as a school bus driver/attendant of students with special needs are:

1. Braces or crutches
2. Walker's or wheelchairs

3. Cane's
4. Tracheotomy tubes
5. IV or feeding tubes
6. Oxygen equipment
7. Guide/service animals
8. Do Not Resuscitate (DNR)
9. Lap trays
(NHTSA's "Transporting Students with Disabilities," Specialized Equipment,
http://icsw.nhtsa.gov/people/injury/buses/Brady%20Web/topic_9/)

Wheelchairs

There are many kinds of wheelchairs. They range widely in cost from hundreds of dollars to tens of thousands of dollars and have a variety of features. Some examples include:

1. Lap trays
2. Forearm positioning device
3. Tilt and recline options
4. Various harnesses
5. Joysticks
6. Different head and foot rests
(NHTSA's "Transporting Students with Disabilities," Specialized Equipment,
http://icsw.nhtsa.gov/people/injury/buses/Brady%20Web/topic_9/)

Wheelchair Characteristics

1. Some wheelchairs are manufactured for transportation purposes. When they are they will have a label stating they are manufactured for transportation.
2. This doesn't mean that students CANNOT use mobile seating devices that are not manufactured for transportation purposes.

3. Some students cannot get on the bus without a wheelchair, but can sit in a regular seat. It is recommended that whenever possible, students be transferred to a regular seat on the school bus. The wheelchair must be secured even if not used by the student.
4. There is a standard for wheelchair crashworthiness, but it IS NOT a Federal standard, but a voluntary standard. It was established by transporters concerned about the safety of person being transported while seated in a wheelchair. A wheelchair that complies with that standard can be considered to provide safe and suitable seating during loading/unloading, while being transported and in a frontal crash.
5. Some wheelchairs are not always safe to transport students in. When a wheelchair is structurally unsafe to transport, you will need to contact your supervisor to come up with an alternate transportation plan.
6. Be familiar and know several kinds of equipment that can be attached to the wheelchair.
 - a. Lap trays
 - b. Forearm positioning devices
 - c. Tilt and recline options
 - d. Various harnesses
 - e. Joysticks
 - f. Different head and foot rests
(NHTSA's "Transporting Students with Disabilities,"
Specialized Equipment,
[http://icsw.nhtsa.gov/people/injury/buses/Brady%20Web/to
pic_9/](http://icsw.nhtsa.gov/people/injury/buses/Brady%20Web/to%20pic%209/))

Wheelchair Lifts and it's Safety Features

1. Wheelchair lifts - Whatever the type, wheelchair lifts have similar components. They are:
 - a. Platform

- b. Outboard roll stop
- c. Inboard roll stop
- d. Hand rails
- e. Vertical arms
- f. Top and bottom parallel arms
- g. Base plate
- h. Hydraulic pump with manual backup

2. Wheelchair safety features include:

- a. The outboard roll stop which is activated by the up and down buttons-
 - i. When the up button is pushed, the outboard roll stop rotates to the vertical position before the platform rises.
 - ii. When the down button is pushed, the outboard roll stop does not rotate to the horizontal position until the platform is lowered fully to the ground.
- b. The inboard roll stop position is also activated by the up and down buttons-
 - i. When the down button is pushed, the inboard roll stop rotates to a vertical position.
 - ii. It remains in the vertical position while the wheelchair is loaded or unloaded on the ground.
 - iii. When the up button is pushed, the inboard roll stop rotates to the horizontal position when the platform reaches the vehicle floor level.
- c. The bridge plate rotates to the horizontal position when the

unfold button is pushed. It rotates to the vertical position when the fold button is pushed.

- d. Interlock devices prevent operation of the lift or the school bus when is not safe. Interlock devices can work in a variety of ways:
 - i. Locks the school bus transmission in place when the lift is deployed.
 - ii. Doesn't allow the lift to be deployed until the school bus is in PARK and the emergency brake is set.
 - iii. Stalls the school bus engine if the lift is deployed and the emergency brake is released or the transmission is shifted from PARK. (NHTSA's "Transporting Students with Special needs," Specialized Equipment, http://icsw.nhtsa.gov/people/injury/buses/Bradley%20Web/topic_9/page5.html)

Power Wheelchairs

Power wheelchairs are loaded like manual wheelchairs except for the following:

1. The power is switched off and battery is charged before operating the lift.
2. The wheel locks are engaged.
3. For some chairs, the gears on the motors must be disengaged.
4. The gears on the motors should be re-engaged to set the internal locking mechanism while the wheelchair is on the lift.
5. The gears need to be engaged to allow the student or aide to maneuver the power wheelchair into the securement position if they are capable.



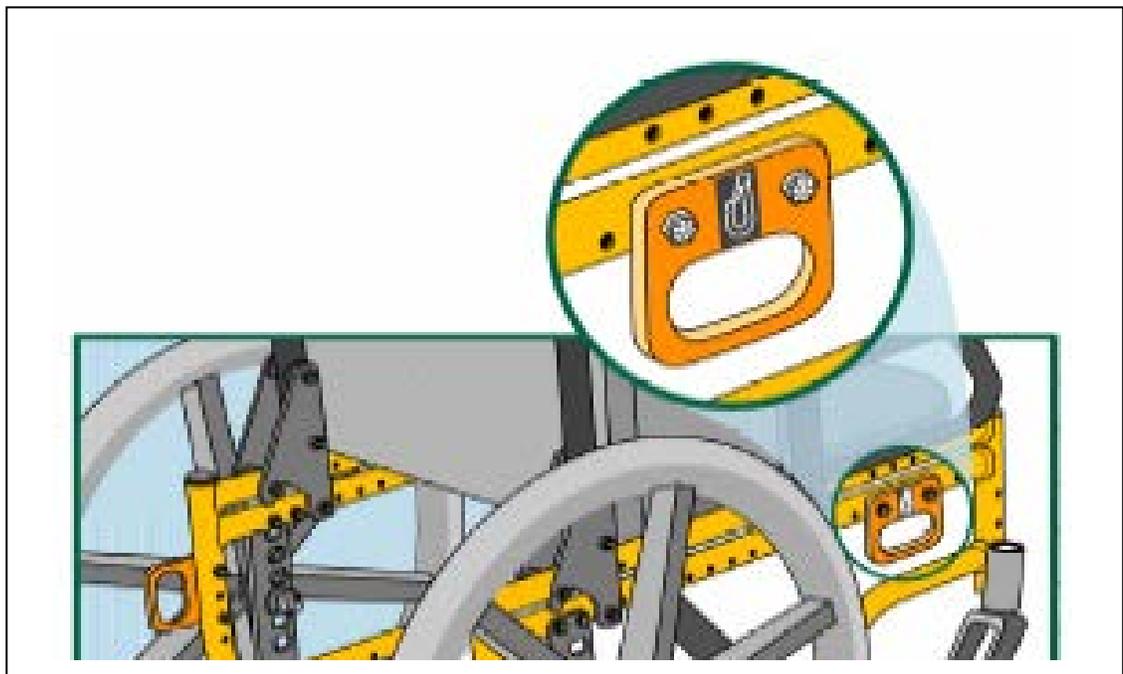
Wheelchair Tie-down Occupant Restraint System (WTORS)

1. It is important to use a complete WTORS to secure the wheelchair and provide the wheelchair occupant with a properly designed and tested seatbelt system.

2. Always use a WTORS that has been crash tested.
3. To protect the occupant, a seatbelt system with both pelvic and upper torso belts must be used.
4. Immediately after their use, all securement hardware not permanently affixed to vehicle floors and sidewalls (tracks, plate) should be detached and stored in a bag, box or other compartment. (NCST 2010, pg. 160, www.ncstonline.org)

WC 19/Transit Wheelchairs

1. It is best if you have a wheelchair that has been designed and tested for use as a seat in motor vehicles, often referred to as a WC19 wheelchair or a transit wheelchair. These wheelchairs comply with ANSI/RESNA WC19, a voluntary standard developed by safety and rehabilitation experts. Wheelchairs that meet the design and performance requirements of this standard will be labeled to show that they comply with WC19.
2. Most importantly, a WC 19 wheelchair has four-crash tested securement points to which tie-down straps and hooks can be easily attached. These points are clearly marked with a hood symbol.
3. If a WC19 wheelchair is not available, the next best choice is a wheelchair with an accessible metal frame to which tie-down straps and hooks can be attached at frame junctions.



Tilt 'n Space Wheelchair

With a tilt 'n space wheelchair, make sure to attach both front and rear straps to either the seat frame or to the base frame.



Other Specialized Equipment

In addition to the above specialized equipment, school bus drivers and aides need to be familiar and know how to operate a variety of other specialized equipment.

1. How to manually operate power lifts in case of power failure.
2. Where the power cut-off switches are located.
3. Emergency communications systems on the bus.
4. The importance of maintaining a climate-controlled bus.
5. Adaptive and assistive devices used to support and secure students, including mobile seating devices, child safety restraint systems, safety vests, special belts, assistive technology devices, trays and securement hardware, including storage and securement.
6. Service animals that you may be required to transport to assist students.
7. The location of the belt cutter and how to use it.
(NHTSA's "Transporting Students with Disabilities," Specialized Equipment,
http://icsw.nhtsa.gov/people/injury/buses/Brady%20Web/topic_9/page5.html)

Oxygen Use and Securement

1. Some students may need oxygen to assist them with breathing difficulties. Oxygen is safe for transporting on the school bus with proper planning and securement.
2. Oxygen is a non-flammable substance that is stored in liquid or gas form and used by a student to aid in breathing. In order to transport oxygen, you will need the following information documented on the student's IEP:



- a. The type and size of the oxygen tank that will be transported. An emergency plan in the event of a medical emergency or equipment failure.
 - b. If the student is using the oxygen on an "as needed" basis. The bus driver **cannot** make the decision regarding the amount of oxygen needed. Only a trained medical professional can make this determination.
3. Oxygen tanks should be secured in a rack or mounting device that will sustain at least five times the weight of the tank.
 4. All oxygen tanks must be kept away from intense heat or friction.
 5. It is recommended that only one medical support device per student be transported at a time.
 6. Any changes in medical equipment or required services may require a change in the IEP. Notify your supervisor immediately.
 7. School buses are not required to have placards or labeling on the vehicle when transporting oxygen.

Service/Guide Animals

A service animal is any animal that is individually training to do work or perform tasks that benefit an individual with a disability. (ADA, Title III-4.2300) The majority of service animals are dogs of various breeds. Service/Guide animals on the school bus can raise some issues that need to be addressed prior to transport.

1. What do you do if another student is allergic to the service animal?
2. What do you do if another students is fearful of the service animal?

3. How do you secure the dog and keep out of the way?
4. Is the dog properly inoculated and certified?
5. Will the dog respond to commands from the driver or attendant?
6. How has the dog been trained to respond in emergencies?
(NHTSA's Transporting Students with Disabilities,
http://icsw.nhtsa.gov/people/injury/buses/Brady%20Web/topic_9/page4.html)

Special Education students who have a required service animal on the school bus will be identified in the IEP. If you have a students who requires a service animal, you should:

1. Not assume a person with a service animal is not disabled just because they don't appear to be disabled.
2. Ask the student to assist you.
3. Do not touch or give the service animal any commands and instruct students to do the same.
4. Service animals should sit or lie on the floor without blocking the aisle.
5. The student with the disability is responsible for the behavior of the service animal, including clean up any unexpected messes.
6. If the service animal is disruptive or jeopardizes the safe operation of the school bus, it can be excluded from riding the bus. (www.ada.gov)

LOADING, UNLOADING AND SECURING THE WHEELCHAIR

Loading, securing and unloading students with special needs requires more than one person. In all cases, the school bus driver is responsible for safely loading, securing and unloading students safely.

School Bus Position

You must position your school bus in the correct position before using the wheelchair lift.

1. Before using the wheelchair lift, park the vehicle on level ground. DO NOT park on a slope.



2. Remember that the platform must rest completely on the ground. Choose a place without obstacles to interfere with the operation of the lift.
3. Review the operation of the interlock device on your school bus. (NHTSA's "Transporting Students with Disabilities," Loading and Unloading, http://icsw.nhtsa.gov/people/injury/buses/Brady%20Web/topic_9/page5.html)

Loading the Wheelchair

1. Position the bus so that the lift is on the unloading side, level with the ground and curbside or unloading ramp.
2. Remember to tell the student what you are going to do before you do it.
3. Open and secure the lift door.
4. Use the hand-held control to activate the unfolding of the platform.
5. Lower the platform until it rests entirely on the ground.
6. Unfold the outboard roll stop.
7. Fasten the wheelchair seat belt around the student.
8. Back the student onto the lift. Always face the student away from the school bus.
9. Student's using a motorized wheelchair SHOULD NOT drive onto the lift. Disengage the motor and push the chair onto the platform manually.
10. Lock the wheelchair brakes.
11. Turn off the wheelchair power. In some cases, the motor must be disengaged to secure the wheelchair.
12. Make sure the roll stops are in the completely "up" position.
13. Have the student hold onto the handrails if able.
14. Tell the student to keep arms and legs within the lift area and clear of moving parts.

15. Never ride the power lift with students on it.
16. Operate the lift controls by standing next to the platform at the front corner. Keep one hand on the wheelchair as it is raised and operate the controls with the other hand.
17. When the platform reaches the floor level, set down or hang up the controls.
18. Release the wheelchair brakes and push the wheelchair into the bus; (NHTSA's "Transporting Students with Disabilities," Loading and Unloading, http://icsw.nhtsa.gov/people/injury/buses/Brady%20Web/topic_9/page5.html)
19. Never allow students to operate the lift.

When not in use, wheelchair securement straps must be secured, and CANNOT block the aisle.

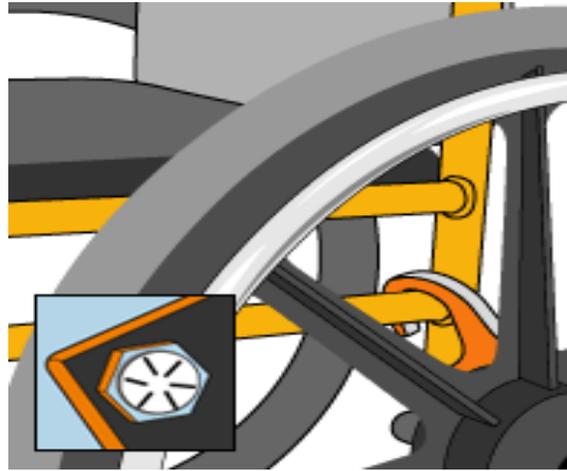
Unloading the Wheelchair

When unloading a wheelchair, reverse the procedures for loading.

The Do's and Don'ts of Securing a Wheelchair

1. Do attach the tie-down straps to welded junctions of the wheelchair frame or to other structural areas where the frame is fastened together with hardened steel bolts indicated by six raised lines or bumps on the bolt head.
2. **DON'T ATTACH TIEDOWNS TO ADJUSTABLE MOVING, OR REMOVABLE PARTS OF THE WHEELCHAIR SUCH AS ARMRESTS, FOOTRESTS, AND WHEELS.**
3. Do choose structural securement points closest to the seat surface as possible to provide greater wheelchair stability during travel.
4. Do pick rear securement points that are high enough to result in angles of the rear tie-down straps between 30 and 45 degrees to the horizontal.
5. Don't mix wheelchair securement points between the seat and base.

6. Don't mix or interchange securement systems.



Wheelchair Securement Systems

1. School buses have a securement system that is used to tie down or secure a wheelchair to the school bus
2. FMVSS 222 requires that wheelchair securement and wheelchair occupant restraint systems:
 - a. Must be forward facing. There are several reasons why forward-facing is required.
 - i. Forward facing positions are inherently safer and the wheelchair and human body are better capable of surviving a frontal crash when facing forward;
 - ii. Sled tests show that side facing wheelchairs are unstable and often collapse.
 - iii. Lap and shoulder belt restraint systems are designed to be most effective in the frontal impact position.
 - b. Must have at least 4 tie-down devices for each wheelchair.
 - c. Must have lap and shoulder belts for each wheelchair location.

3. FMVSS 222 requires 7 points:
 - a. A 4-point securement system that anchors the wheelchair to the vehicle to meet minimum strength requirements.
 - b. A 3-point occupant restraint system to attach the occupant to the vehicle.
 - i. The shoulder belt must be attached to the vehicle.
 - ii. The lap belt can be attached to the wheelchair 4-point anchor system or to the vehicle.
 - c. Remember that there is a difference between the seat belt (used for occupant restraint) and a postural aid or pelvic belt (used to hold in or to hold erect a student with a particular disability)
(NHTSA's "Transporting Students with Disabilities," Loading and Unloading,
http://icsw.nhtsa.gov/people/injury/buses/Brady%20Web/topic_9/page5.html)

Anchoring the Wheelchair

1. Do not jerry-rig a securement for a wheelchair.
2. Only use an approved 4-point tie-down system.
3. At a minimum, the front straps and back straps should be the same type.
4. Don't interchange systems. Use only one manufacturer's tie-down system for each wheelchair.
5. Never place a wheelchair in front of emergency exit door even if the wheelchair securement position is provided at that location.
(NHTSA's "Transporting Students with Disabilities," Loading and Unloading,
http://icsw.nhtsa.gov/people/injury/buses/Brady%20Web/topic_9/page5.html)

Securing the Wheelchair

1. Center the wheelchair with the anchorages on the floor. Leave room for the

rear belt to be secured at a 45-degree angle from the floor.

2. Set the wheelchair brakes on both sides; turn off the wheelchair power.

3. Attach the wheelchair straps to the wheelchair at 4 points:

a. Attach the straps along the wall first.

b. Then attach the straps along the aisle

4. Attach the straps properly

a. Do not attach the straps to the wheels or any detachable portion of the wheelchair.

b. Don't let the straps bend around any object. The straps should have a clear path from the floor to the wheelchair frame.

c. Keep the straps away from sharp edges or corners.

d. Do not crisscross or twist the straps.

e. Make sure that the wheelchair doesn't have forward or reverse movement.

f. If you can't get the wheelchair secured properly, contact dispatch.

5. To secure the wheelchair:

a. Whenever you secure a wheelchair with a student in it, you must also use a 3-point system to secure the student's pelvis and torso.

i. Position the lap belt over the pelvic bone, not the abdomen.

ii. Position the lap belt inside the arm rests between the side panels and the cushion.

iii. Adjust the belt so it is snug.

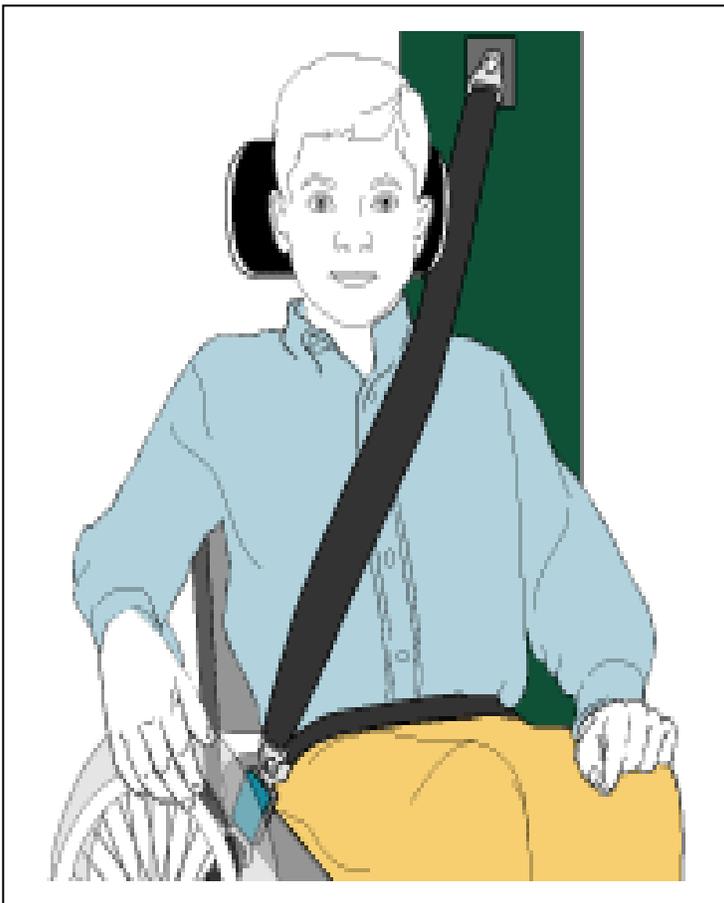
iv. Position the shoulder belts so it does not cross

**Never
crisscross
securement
straps.**

the student's face or neck.

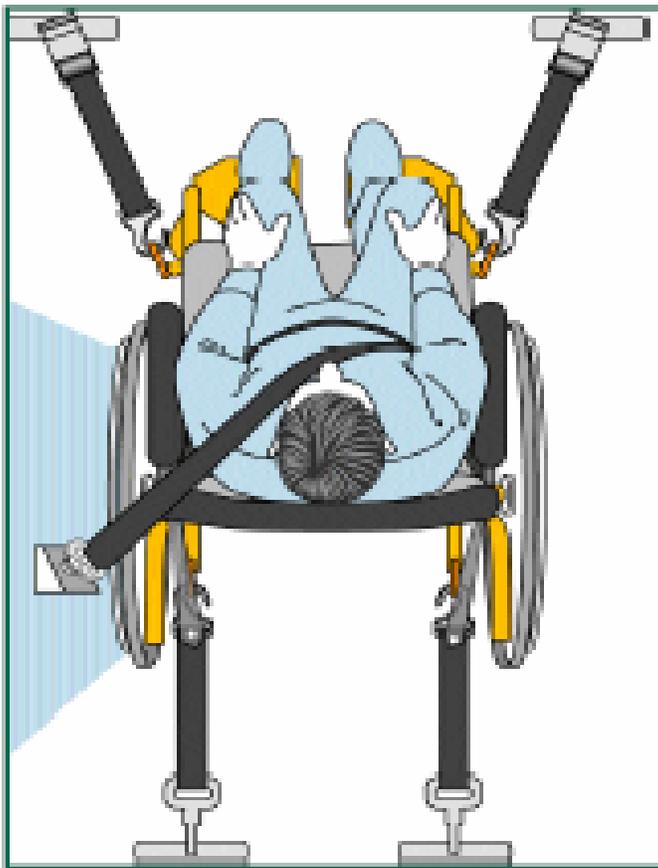
- v. Never position the shoulder belt under the student's arm where it would cross the rib cage.
- vi. Adjust the shoulder belt to achieve firm but comfortable tension.
- vii. Never twist the belts, the belts should always lie flat against the body.
(NHTSA's "Transporting Students with Disabilities," Loading and Unloading, http://icsw.nhtsa.gov/people/injury/buses/Brady%20Web/topic_9/page5.html)

When properly secured, there is no allowable movement of a wheelchair!



◀ **A diagonal shoulder belt must cross the middle of the shoulder and the center of the chest and should connect to the lap belt near the hip of the rider.**

◀ **The lap belt must be low**



The front tiedown straps should anchor to the floor at points that are spaced wider than the wheelchair to increase lateral stability during travel.



It is best if the floor anchor points for the rear tiedown straps are located directly behind the rear securement points on the wheelchair.

All securement straps and hardware NOT PERMANENTLY secured to the floor and sidewalls must be detached and stored in a bag, box or other compartment.

**(Nevada School Bus Standards, pg. 54,
<http://www.doe.nv.gov/PDFs/SchoolBusStandards2010>)**

OTHER IMPORTANT POINTS

1. It is best to ride with the wheelchair backrest positioned at an angle of 30 degrees or less to the vertical. If a greater recline angle is needed, the shoulder belt anchor point should be moved rearward along the vehicle sidewall so the belt maintains contact with the occupant's shoulder and chest.
2. Make sure that the space around the rider is clear to reduce the possibility of contact with vehicle or wheelchair components in a crash.
3. Check WTORS equipment regularly for worn or broken components.
4. Keep anchorage track free of dirt and debris.
5. If a WTORS have been involved in a crash, the WTORS will need to be replaced.
6. If it is necessary to use a head and neck support during travel, soft neck collars are safer than stiff collars or head straps, which could cause neck injury in a crash. The soft collar should not be attached to the seating system.
7. Secure medical and other equipment to prevent it from breaking loose and causing injuries in a crash.

PLACEMENT OF STUDENTS

1. Where you seat the students on your school bus should not be haphazard. You must think about and lay out a seating plan for your school bus. When developing a seating plan, remember:
 - a. Your route and the order in which students are loading and unloaded at home and at school.
 - b. The medical conditions of the students
 - c. Evacuation
 - d. Behavior
 - e. Supervision
 - f. The age of the student
 - g. Your ability to observe the student.

2. When considering medical conditions for placement of students, think about:
 - a. Students who are medically fragile or vulnerable and who need to sit further front where there is less bounce.
 - b. Students who are prone to seizures in certain light conditions.
 - c. Younger students and those in child safety seats who need to sit in the first few seats.
 - d. Students with respiratory conditions who need to sit away from the lift area and away from rear windows near the exhaust. Changes in temperatures also tend to bother these students.
 - e. Students who may need to sit over wheel wells for additional lower extremity support.

(NHTSA's "Transporting Students with Disabilities," Loading and Unloading,
http://icsw.nhtsa.gov/people/injury/buses/Brady%20Web/topic_9/p_age5.html)

EMERGENCY INFORMATION

1. Emergency information for students with disabilities shall be maintained on the bus.
2. The information should be updated at least annually or more often as changes occur.
3. Information must include parent, emergency contact, and general student information, as well as specific needs and limitations of each student.

SHARING STUDENT HEALTH AND MEDICAL INFORMATION

When transportation is provided to a special education student in order for the child to access IEP Services, then transportation is a related service under IDEA, Section 200.24. Under these circumstances, the school district MUST provide necessary information to school transporters. That information includes setting forth the role of transportation personnel in meeting the unique needs of the child as identified in his/her IEP, and those "accommodations, modifications, and supporters" identified in the child's IEP which relate to the transportation environment. (IDEA, Section 200.342 (b) (2) and (3))

In addition FERPA provides for broader permission to disclose information about a child under two

situations:

1. When a parent consents to the disclosure; or
2. When “school officials” have a “legitimate educational interest,” even when the district has not obtained such prior consent.

FERPA Law clearly demonstrates that “A school official is a person employed by the District as an administrator, supervisor, instructor, OR SUPPORT STAFF who has a LEGITIMATE EDUCATIONAL INTEREST.”

(NCST, Appendix E, Sharing Student Health and Medical Information with School Transporters, written by Peggy Burns for NASDPTS, <http://www.ncstonline.org>)

EVACUATION DRILLS

1. Nevada law requires that school bus evacuation drills be conducted at least two times per year. (NRS 392.375, <http://www.leg.state.nv.us/NRS/NRS-392.html>)
2. **All students, including students with special needs are required to participate in the drills unless their disability would prevent their participation.**
3. Make sure your instructions are simple, and repeat them when necessary.

EVACUATION OF STUDENTS WITH DISABILITIES

Evacuating students with disabilities is much more difficult than regular education students. Nevada law requires that you practice evacuating your students at least twice each year. It is recommended that you practice more often with students who have disabilities.

When considering evacuation, think about:

1. Which students can evacuate themselves
2. Which students need help
3. Which students could help others
4. Which students are in child safety seats
 - a. They should not be in emergency exit rows
 - b. They should not be in aisle seats with students who are unrestrained seated in the window seats.

5. Think about which students are compatible and which aren't.
6. Think about who needs supervision either for behavior or for a medical condition.
7. Put your plan in writing. This will be especially helpful for a substitute driver/attendant.
(NHTSA's "Transporting Students with Disabilities," Loading and Unloading, http://icsw.nhtsa.gov/people/injury/buses/Brady%20Web/topic_9/page5.html)
8. Each school bus driver must have a specific evacuation plan for their bus that addresses the individual needs of each special needs student on the bus.
 - a. Know the location of belt cutter(s);
 - b. Have a diagram of your bus that includes the following:
 - i. The names of each student and their seat location.
 - ii. Next to each student's name, indicate the following information, as appropriate:
 - (1) Hearing or Visually Impaired or non-verbal.
 - (2) Other special needs that would affect the student's ability to safely evacuate the bus.
 - (3) Whether students can walk with or without assistance.
 - (4) If the student needs to be removed from the wheelchair for evacuation.
 - (5) If the student can be carried or dragged from the school bus. Dragging is usually more effective than lifting or carrying heavier students.
 - (6) If more than one adult will be needed to carry or drag the student.

- (7) If the student can be kept in the wheelchair for evacuation.

PROCEDURES FOR LIFTING PASSENGERS

Listed below are some basic rules for lifting passengers if you are required to evacuate the school bus.

Basic Rules

1. Tell your students what is going on.
2. Estimate the weight of the student. **NEVER ATTEMPT TO CARRY A STUDENT ALONE WHO WEIGHS MORE THAN 50 POUNDS** unless the student is in immediate danger and no assistance is available.
3. Always attempt to get help if you have any doubts about your ability to lift the student. If there is only a driver on the bus, and the necessity for an emergency evacuation develops, some districts suggest that the driver activate the school bus alternately flashing signal lamps (alternating red lights), as the evacuation procedure is considered an unloading procedure. Such action can draw attention from motorists that you need assistance.
4. Be sure your path is clear.
5. Stand with both feet planted about shoulder width apart for good balance.
6. Always bend from knees, not from your back, so that you use your thigh muscles and buttock muscles rather than your back muscles to do the lifting.
7. When lifting and carrying, keep the student as close to your own body as possible.
8. Shift the position of your feet to move. **DO NOT TWIST YOUR BODY.** Take small steps to turn.

Single-Person Lift

1. Follow the basic rules. Most strains, fatigue and back injuries caused by lifting are due to using the wrong muscles. Use your strong leg and buttock muscles (by bending at the knees and hips), **NOT YOU'RE BACK MUSCLES.** Maintain the normal curves of the spine when lifting and avoid

rounding of the upper back.

2. Keep equal weight on both feet, and lower yourself to the level of the student by bending your knees and hips before lifting.
3. Once in position, put one arm around the student's upper back and the other under both knees.

Two-Person Lift

1. To lift from a wheelchair:
 - a. In an emergency situation, to save time and congestion, leave the chair where it is strapped and blanket-pull or carry the student to the appropriate exit location.
 - b. One person stands to the side in front; the other person stands in back.
 - c. The person in front removes the arm rest (if detachable) and folds up the footrest if time allows.
 - d. The person in back removes or cuts the seat belt and any other positional device.
 - e. The person in front, bending from knees and hips, lowers himself or herself to place hands under the student's thighs.
 - f. The person in back places his or her arms under student's armpits, reaching forward to grasp both students' wrists firmly (right hand to student's right wrist; left hand to left wrist).
 - g. Lift together on the count of 3. Remember to use your legs and buttock muscles.
 - h. Walk to the area where the student is to be placed and lowered on the count of 3, bending from the knees and hips.
2. When lifting from a bus seat, same procedures as above, but first, **SLIDE THE STUDENT TO THE EDGE OF THE BUS SEAT NEAR THE AISLE.**

Evacuation Aid/Blanket Lift

1. Use an evacuation aid/blanket that has been approved for this purpose.
2. If a blanket is used, fold the blanket in half, place it on the floor as close to the students as possible.
3. Follow the Basic Rules listed above, and lower the student to the blanket.
4. ONE PERSON LIFT: Place the student's head toward the direction of the exit, lift the blanket from the head and slide the student to safety. (NCST 2010, pg. 415, <http://www.ncstonline.org>)

BUS AIDES AND ATTENDANTS

1. Bus aides and attendants provide assistance to students and the bus driver and must be trained on the special circumstances required to transport students with special needs. Bus aides and attendants will need to know:
 - a. How the IEP process works.
 - b. Your school district's policy for confidentiality of student information.
 - c. Legal issues, including federal and state laws, administrative rules and school district policies and procedures for special education students.
 - d. Policies and procedures for:
 - i. Loading and unloading students with special needs.
 - ii. Evacuation procedures, including the use of emergency equipment.
 - iii. Lifting and positioning procedures for evacuating special needs students.
 - iv. Behavior management, including procedures for dealing with inappropriate or unacceptable student behavior.
 - v. Knowledge in first-aid and CPR, including universal

standards for the spread of contagious and communicable diseases, blood borne pathogens and universal precaution procedures.

- vi. Policies and procedures for detecting and reporting neglect or abuse.
- vii. Inspect with the driver students, medicine, and other articles that may have been left on the bus.

The school bus driver is ultimately responsible for assuring that all special needs students are properly secured.

EXTENDED SCHOOL YEAR (ESY)

Extended school year services are services for special education students that extend beyond the normal school year in accordance with a student's IEP.

CHAPTER 11: TRANSPORTING TODDLERS AND PRE-SCHOOL CHILDREN

INTRODUCTION

In the State of Nevada, school districts are not required to provide transportation to students under the age of 3. If your district chooses to transport children under 3, these are good policies to follow.

Although transporting preschool children are the youngest, most vulnerable passengers on school buses. They depend on transportation personnel to provide a safe ride to and from early intervention programs and Head Start. Transportation is a critical component for children and their families accessing services to support a child's growth and development. Transportation should be established as the mutual responsibility of parents, transportation and service providers.

Programs supported and funded by federal, state and local governments have made great strides in developing, designing and providing services for young children and their families to develop each child's full potential. The school bus, for many children, is the primary vehicle that provides access to programs and services designated to meet individual needs of children and families.

Transportation providers need to be knowledgeable and develop skills to adequately provide for the safety of young children while being transported on school buses. Infants, toddlers and pre-school children with special physical, cognitive or behavioral needs present new challenges and responsibilities for transportation providers. These children require a great deal of supervision during the time they are in the school bus. Some issues that must be addressed to assure safe transportation in the school bus include: physical handling, communication with young children, behavior management, child safety seats, restraint systems, safety vests, wheelchairs and occupant securement systems, special equipment management, medically fragile conditions, personnel training, and parental responsibilities.

As more pre-school age children are being transported, there are an increasing number of questions as to how to safely transport them. NHTSA conducted crash testing on preschool age size dummies in school bus seats. The test results showed that preschool age children on school buses are safest when transported in child safety restraint systems (CSRSs) that are correctly attached to the seats. (NHTSA *Guide for the Safe Transportation of Pre-School Age children in School Buses*)

DEFINITIONS

A **newborn** is a child from birth to one month. An **infant** is a child from one month to one year. A **toddler** is a child from one year to three years, and a **preschooler** is a child from three years to five years of age. **Note:** Individual programs may have variations in how these four terms are used.

TRANSPORTATION SERVICES FOR PRESCHOOL CHILDREN WITH DISABILITIES

The Individualized Family Service Plan (IFSP) under Part C of IDEA is the mechanism for addressing the unique needs of infants and toddlers with disabilities and their families.

The IFSP process has two main parts:

1. The IFSP meeting, where parents and interagency personnel jointly make decisions about an eligible child's early intervention services; and
2. The IFSP document itself, which is a written plan for the provision of early intervention services for the child and family.

The decision to provide the early intervention service transportation is made on a case-by-case basis and is directly related to the need for this service. Given the significance of the IFSP process, there are numerous requirements concerning the IFSP document. The decision for a transportation representative to attend the IFSP meeting should be made on a case-by-case basis when a school bus is considered as the vehicle to transport an infant or toddler to and from a program location. This decision should be based on the individual needs of the child and family, as well as the service provider. The transportation representative should be a member of the IFSP team whenever the unique needs of an individual child require specialized service beyond the scope of what is traditionally provided.

HEAD START

Head Start programs are required to provide special services for three through five year-old children with disabilities. Head Start programs are required to have a "Disabilities Coordinator" who is responsible for developing a disabilities service plan that provides for the special needs of children with disabilities and their parents. This plan must specify those services to be provided directly by Head Start and those that are provided by other agencies. Transportation is one of the related services addressed under 1308.4(o)(5).

Transportation is a related service to be provided to children with disabilities. When transportation to the program site and to special services can be accessed from other agencies, it should be used. When it is not available, program funds are to be used.

1. Hold a valid CDL, physical examinations, background checks and classroom and behind the-wheel training for all drivers; Communication and safety equipment, including first-aid kits, belt cutters and fire extinguishers will be required on all vehicles;

2. Annual and daily pre-trip inspection and maintenance programs;
3. Trip routing restrictions, including elimination of U-turns, backing up of buses and locating stops to avoid having children cross streets;
4. Safety training for parents and children; **and**
5. At least three evacuation drills during the program year.
(Transporting Students with Disabilities, January 9, 2002 edition)

DRIVERS

The driver must be knowledgeable about his responsibility for each child on the school bus. This includes safely operating the school bus and supervision the safety of all young passengers. These recommendations should be followed with or without the presence of a bus attendant.

In addition to their regular duties, the drivers shall be responsible for the following:

1. General knowledge about the development of young children, including specific disability conditions;
2. Age-appropriate physical handling, communication and behavior management of young children;
3. Appropriate use of all the equipment (e.g., power lifts, child restraint systems, safety vests, wheelchairs, securement devices/occupant restraints and safety belts);
4. Loading and unloading of children who are ambulatory or non-ambulatory;
5. Evacuation and evacuation drills;
6. Knowledge about transportation requirements on a child's ISFP or IEP, including confidentiality;
7. Knowledge about special needs on the vehicle (e.g., apnea, asthma or other respiratory conditions, shints, life-threatening allergies to irritants, assistive devices, communicable diseases, g-tubes, oxygen, technological dependence, tracheotomy tubes, medical devices, medically complex and fragile conditions, uncontrollable seizure disorders and "Do Not Resuscitate" orders);
8. Knowledge about child protection laws (e.g., abuse and neglect); **and**

9. Exhibiting effective communication skills with school staff, students, parents, law enforcement officials and the motoring public;

BUS ATTENDANTS AND BUS AIDES

The bus attendant/bus aides are responsible for the supervision and safety of passengers on the school bus during its operation. Bus attendants should be knowledgeable and well informed about infant, toddler, and pre-school child development for both children with and without special needs. Attendants should be knowledgeable about the following:

1. The cognitive, communication, physical, social-emotional, behavioral development and functional level of young children, including the unique needs of specific children in relationship to their disabilities;
2. Using age-appropriate physical handling, communication, and behavior management;
3. Appropriate use of equipment on the school bus (e.g., power lifts, child safety restraint systems such as child safety seats and safety vests, related securement systems, including vest mounting and safety belts, wheelchairs and wheelchair tie-downs and occupant restraint system);
4. Loading and unloading of children who are ambulatory or non-ambulatory;
5. Evacuation procedures and evacuation drills;
6. Transportation requirements on the IFSP or IEP, including confidentiality;
7. Special needs on the vehicle (e.g.; apnea, asthma or other respiratory conditions, life threatening allergies to irritants, assistive devices, communicable diseases, g-tubes, shunts, oxygen, technological dependence, tracheotomy tubes, medical devices, medically complex and fragile conditions, uncontrollable seizure disorders and “Do Not Resuscitate” orders);
8. Child protection laws; (e.g., abuse and neglect) **and**
9. Communicating effectively with school staff, students, parents, law enforcement officials and the motoring public;

CHILD SAFETY RESTRAINT SYSTEMS (CSRS)

Car seats used on school buses must be appropriate for the individual child and must be used correctly. All of the restraint systems used for transportation must be secured to the bus seat in the manner prescribed and approved by both the school bus manufacturer and CSRS directions.

1. **Elements of Correct Installation of CSRS:** It is recognized that compartmentalization, the passive safety system required on school buses under FMVSS 222, provides a higher level of safety to children over 40 pounds without diagnosed medical complexities or fragility than to children who might require special securement or positioning.
 - a. **Direction:** Position (rear or forward-facing) and adjust recline angle accordingly;
 - b. Use the correct belt path on the CSRS as directed by the manufacturer's instructions; **and**
 - c. **Installation:** To achieve tight installation, place adult's full weight into the seat of the CSRS to compress the vehicle seat cushion. Pull the safety tight, buckle and lock the safety belt. The CSRS should not move more than 1-inch forward or side to side.

2. **Rear-Facing CSRS (infant only):**
 - a. These seats are designed for infants from birth to twenty pounds (manufacturer's instructions) and one year of age, usually less than 26 inches in length;
 - b. The rear-facing position at a 45 degree recline supports the infant's head, neck and back. Harness straps must be at or below the infant's shoulders;
 - c. Harness straps must be snug (allow only one finger of space under the harness at the collar bone) and must lie flat (not twisted); **and**
 - d. The harness retainer clip, which is designed to hold the harness straps in place, should always be placed at armpit level. Avoid any extra padding or blankets behind or beneath or beneath the infant.

3. **Convertible CSRS (Rear-Facing):**
 - a. Rear-facing infant position is designed for babies from birth to twenty pounds, and one year of age (manufacturer's instructions) and usually less than 26 inches in length;
 - b. The rear-facing position at a 45 degree recline supports the infant's head, neck and back;

- c. The harness straps must be at or below the infant's shoulders;
- d. Harness straps must be snug (allow one finger of space under the harness at the collar bone) and lie flat (not twisted);
- e. The harness retainer clip, which is designed to hold the harness straps in place, is always at armpit level;
- f. Avoid any extra padding or blankets behind the infant; **and**
- g. Avoid the use of a T-shield or tray shield with infants;

Note: There are several CSRSs that ride rear-facing to thirty pounds to accommodate the larger infant and to comply with NSTSA's Guideline for the Safe Transportation of Pre-School Age Children in School Buses."

4. **Convertible CSRS (Forward-Facing):**

- a. Forward-facing CSRS with five-point harness, T-shield or tray shield are designed for children above twenty pounds to sixty pounds;
- b. The seat should be adjusted to the upright position;
- c. Harness straps must be in the upper slot (at or above the child's shoulders);
- d. The seat may be used until the child's ears are above the back of the shell; **and**
- e. Harness straps must be snug (allow one finger of space under the harness at the collar bone) and lie flat (not twisted).

Note: There are some CSRS's that cannot be installed properly in a twenty-inch bus seat (i.e., tray-shield).

5. **Car Beds:**

- a. A car bed for preschoolers and infants up to 20 pounds allows the infant to lie flat. The use of a car bed should be predicated on the advice of a physical or an appropriate medical support professional and approved by a qualified personnel at an IFSP team meeting;

- b. Lateral support can be added at both sides of the infant. Avoid placing padding around the infant's head to prevent airway blockage;
- c. Beds must be secured to the bus seat, with the seat belt passing through both slide loops;
- d. Adjust the harness system to a snug fit as specified by the manufacturer. Harness straps should lie flat (not twisted); **and**
- e. Caution should be given to gastronomy tubes, tracheotomies and shunts.

2. **Specialized Positioning Seats:**

- a. These seats are used only when a child does not fit in a standard CSRS or has a particular condition warranting more support;
- b. The seat may require an additional tether strap to secure the seat to a bus seat;
- c. The safety belt must be routed through the appropriate belt path specified by the manufacturer's instructions to secure the CSRS;
- d. If a retainer clip is used, it must be positioned at armpit level; **and**
- e. Caution should be given to gastronomy tubes, tracheotomies, and shunts.

3. **Booster Safety Seats (Belt Positioning Boosters Only):** A booster seat should be used only if children are between 40 and 80 pounds and must be used in conjunction with a lap-shoulder belt.

4. **Safety Vests:**

- a. Vest selection should be appropriate for the height, weight, and waist of the child. Proper fit must account for seasonal changes in clothing;
- b. The decision to use a vest should be made by an IFSP or IEP team that includes qualified personnel and the parents;
- c. The use of safety vests should be noted on the IFSP or IEP;

- d. The decision to use vests for wheelchair usage must be made by an IFSP and IEP team that includes qualified personnel and the parent and should be noted on the IFSP or IEP;
- e. Caution should be given to gastrostomy-tubes, tracheotomies and shunts;
- f. Child may have a tendency to slide under the vest/safety belt or submarine and should be securely fitted with a crotch strap supplied by the manufacturer;
- g. If unrestrained students share the seat with a student in a child safety restraint, the student using the restraint should be placed in a window-seating position;
- h. The seat behind the child in a vest should be kept empty or occupied by a child who is also in a child safety restraint system;
- i. Portable seat mounting straps should be checked for proper fit by transportation personnel during pre-trip inspections; **and**
- j. Get parent/guardian signature prior to the use of safety vests.

5. Wheelchairs:

- a. All decisions regarding the use of wheelchairs on the school bus must be made by an IFSP or IEP team that includes qualified personnel and the parent and should be noted on the IFSP or IEP;
- b. Appropriate positioning of a child in a wheelchair should be made by qualified personnel including IFSP or IEP committee members and should be noted on the IFSP or IEP; **and**
- c. The IFSP or IEP committee including qualified personnel should determine when it is appropriate to transfer a child from a wheelchair and placed on the original manufacturer's seat using age appropriate child safety or vest.

EMERGENCY EVACUATION PROCEDURES FOR INFANTS, TODDLERS AND PRESCHOOL AGE CHILDREN

Because infants, toddlers and pre-school age children must be transported in Child Safety Restraint

Systems (CSRS's), a plan will need to be established with regard to emergency evacuations. Emergency evacuation procedures require that the children be individually loaded and unloaded.

In the event of an emergency, there will need to be:

1. A written plan on emergency evacuation procedures for infants, toddlers and pre-school age children who are secured in Child Safety Restraint Systems (CSRSs);
2. Emergency evacuation drills are practiced on a scheduled basis, at least as often as required for other school age children; See NRS 392.375
3. Personnel involved in transporting children in CSRSs should be trained in evacuation and emergency procedures;
4. All school buses carrying children in CSRSs carry safety belt cutters that are accessible only to the driver and any assistants; **and**

CSRSs should not be placed in school bus seat adjacent to emergency exit