

LCB File No. T028-00

ADOPTED TEMPORARY REGULATION OF THE  
STATE BOARD OF EDUCATION

(Effective November 2, 2000)

ADOPTED REGULATION OF THE  
NEVADA STATE BOARD OF EDUCATION

Explanation: Matter in *Italics* is new; matter in brackets ~~{}~~  is material to be omitted.

**AUTHORITY:** NRS 385.080, 392.400 and, 392.410

**Section 1.** Chapter 392 of NAC is hereby amended by adding thereto the provisions set forth as sections 2 to 3, inclusive, of this regulation to read as follows:

**Section 2. SCHOOL BUS STANDARDS General Requirements**

**NAC 392.500 Conformity with minimal ~~{national}~~ standards required. (NRS 385.080, 392.400)**

1. Except as otherwise provided in NRS 392.400 ~~{and NAC 392.595 and 392.667}~~, a school bus manufactured:

(a) After February 10, 1972, and before ~~{March 1, 1996}~~ *October 22, 2000*, may be used for the transportation of pupils only if it conforms to the minimum national standards for school buses established by the Secretary of Transportation pursuant to the National Traffic and Motor Vehicle Safety Act of 1966, 49 U.S.C. §§ 30101 et seq., and any more stringent standards adopted by the state board of education that were in effect at the time the school bus was manufactured; or

(b) On or after ~~{March 1, 1996}~~ *October 22*, may be used for the transportation of pupils only if it conforms to the national standards for school buses set forth in 49 C.F.R. Part 571 and the ~~{National Standards for School Transportation, 1995 edition, and the more stringent}~~ standards set forth *in the current edition of the Nevada School Bus Standards approved by the State Board of Education pursuant to Subsection 3 of NRS 392.400* ~~{NAC 392.501 to 392.689, inclusive}~~.

2. This section does not prevent the Federal Government or the government of any state or political subdivision thereof from establishing a safety requirement applicable to motor vehicles or motor vehicle equipment procured for its own use if such requirement imposes a higher standard of performance than that required to comply with the otherwise applicable federal standard.

**Section 3.** NAC 392.501, NAC 392.503, NAC 392.513, NAC 392.559, NAC 392.564, NAC 392.565, NAC 392.569, NAC 392.571, NAC 392.581, NAC 392.583, NAC 392.584, NAC 392.593, NAC 392.595, NAC 392.611, NAC 392.621, NAC 392.647, NAC 392.649, NAC 392.651, NAC 392.653, NAC 392.655, NAC 392.657, NAC 392.659, NAC 392.661, NAC 392.662, NAC 392.665, NAC 392.667, NAC 392.669, NAC 392.671, NAC 392.673, NAC 392.677, NAC 392.683, NAC 392.685, NAC 392.687, and NAC 392.689 are hereby repealed.

### **TEXT OF REPEALED SECTIONS**

**NAC 392.501 Applicability of regulations.** (NRS 385.080, 392.400) NAC 392.501 to 392.621, inclusive, apply to all school buses, unless:

1. A different standard is required pursuant to NAC 392.647 to 392.689, inclusive, for school buses designed to transport pupils with disabilities; or
2. As set forth in paragraph (a) of subsection 1 of NAC 392.500, different standards were in effect at the time the school bus was manufactured.

**NAC 392.503 Adoption of standards and specifications by reference.** (NRS 385.080, 392.400) The state board of education hereby adopts by reference:

1. Military Specification MIL-PRC-62218, which is available from the Defense Automated Printing Service, 700 Robbins, Building 4D, Philadelphia, Pennsylvania 19111, for a price of \$5.
2. The backup alarm standards, SAE J 994, of the Society of Automotive Engineers, which are available from the Society of Automotive Engineers, International, 400 Commonwealth Drive, Warrendale, Pennsylvania 15096-0001, for a price of \$42, plus \$4.50 for shipping and handling.
3. The National Standards for School Transportation, 1995 edition, adopted at the National Conference of School Transportation, which is available from the Central Missouri State University Safety Center, Humphreys 201, Warrensburg, Missouri 64093, for a price of \$20.

**NAC 392.513 Front bumper.** (NRS 385.080, 392.400)

1. The front bumper must:
  - (a) Be furnished by the manufacturer of the chassis as part of the chassis unless the manufacturer of the chassis and the manufacturer of the body agree that the manufacturer of the body will furnish the front bumper;
  - (b) Except for a bumper that is capable of absorbing energy, be constructed of pressed steel channel or an equivalent material at least 3/16 of an inch thick and at least 8 inches wide;
  - (c) Extend beyond the most forward part of the body, including, without limitation, the grille, hood and fenders;
  - (d) Extend to the outer edges of the fenders at the top line of the bumper; and
  - (e) Be of sufficient strength to permit:
    - (1) The pushing of a bumper of another vehicle of equal gross weight without permanent distortion to the bumper, chassis or body; and
    - (2) The school bus to be lifted by a chain that passes under the bumper or that passes through the bumper if there are holes in the bumper for this purpose, without damaging either the bumper or its mountings.
2. An eye or hook used for towing may be attached to the school bus if it does not extend

beyond the front bumper. If such an eye or hook is attached to the frame of the chassis, it must be furnished by the manufacturer of the chassis and installed in accordance with the standards of the manufacturer of the chassis.

**NAC 392.559 Undercoating.** (NRS 385.080, 392.400) The manufacturer of the chassis, or an agent thereof, may coat the undersides of the front fenders constructed of steel or metallic with a rustproofing compound certified by its manufacturer to meet or exceed all requirements of Military Specification MIL-PRS-62218.

**NAC 392.564 Warning devices.** (NRS 385.080, 392.400, 392.410)

1. Each school bus must be equipped with at least three warning devices that:
  - (a) Meet the requirements set forth in 49 C.F.R. § 571.125; and
  - (b) Are mounted in an accessible place in the school bus.
2. Any emergency equipment stored on a school bus may be mounted in an enclosed compartment if the compartment is labeled with letters that are not less than 1 inch in height and that indicate the contents of the compartment.

**NAC 392.565 Alarm warning when bus is in reverse.** (NRS 385.080, 392.400, 392.410) An audible alarm must be installed behind the rear axle that will automatically sound when the school bus is in reverse. It must comply with the backup alarm standards, SAE J 994, of the Society of Automotive Engineers, specifying a minimum of 97 decibels for vehicles with rubber tires.

**NAC 392.569 Rear bumper.** (NRS 385.080, 392.400)

1. The rear bumper must:
  - (a) Be constructed of pressed steel channel or an equivalent material at least 3/16 of an inch thick and at least:
    - (1) Eight inches wide for a school bus that is classified as a type A-II pursuant to the National Standards for School Transportation, 1995 edition; or
    - (2) Nine and one-half inches wide for a school bus that is classified as a type A-I, B, C or D pursuant to the National Standards for School Transportation, 1995 edition;
  - (b) Be of sufficient strength to permit pushing by another vehicle without permanent distortion;
  - (c) Be wrapped around the back corners of the school bus and extend forward at least 12 inches, measured from the most rear point of the body at the floor line;
  - (d) Extend at least 1 inch beyond the most rear part of the body surface measured at the floor line;
  - (e) Be attached to the frame of the chassis to permit easy removal;
  - (f) Be braced to protect against an impact from the side or rear; and
  - (g) Be attached so as to discourage hitching of rides.
2. A bumper that is capable of absorbing energy may be used for the rear bumper and must:
  - (a) Be attached so as to discourage hitching of rides; and
  - (b) Be of sufficient strength to withstand repeated impacts without damage to the bumper, chassis or body in accordance with the applicable performance standards set forth in 49 C.F.R. Part 581.

3. Upon request by the original purchaser of a school bus, the manufacturer of a bumper that is capable of absorbing energy shall provide to the purchaser documentation from an approved test facility that indicates that the bumper meets the performance standards provided in paragraph (b) of subsection 2.

**NAC 392.571 Paint.** (NRS 385.080, 392.400) The body of the school bus must be painted National School Bus Yellow, except:

1. The exterior trim of the body must be painted black.
2. The rear bumper may be painted black or covered with reflective material.
3. The portion of the roof between the front and rear roof caps may be painted white extending down to the drip rails on the sides of the body.
4. The hood may be painted with nonreflective paint.

**NAC 392.581 Fire extinguisher.** (NRS 385.080, 392.400, 392.410)

1. Each school bus must be equipped with at least one pressurized, dry chemical fire extinguisher complete with hose. The fire extinguisher must be approved by the Underwriters Laboratories Inc. with a rating of 2A30BC or greater. The extinguisher must be mounted in a bracket, located in the driver's compartment and readily accessible to the driver and passengers. A pressure gauge must be mounted on the extinguisher that is easily read without moving the extinguisher from its mounting.
2. The operating mechanism must be sealed with a seal which will not interfere with the use of the fire extinguisher.

**NAC 392.583 Kit for first aid.** (NRS 385.080, 392.400, 392.410)

1. Each school bus must have a removable kit for first aid that is resistant to moisture and dust. Except as otherwise provided in subsection 2, the kit must be mounted in an accessible place within the driver's compartment. The place must be marked to indicate the location of the kit. A list of the contents must be affixed to the inside of the front cover of the kit.
2. In a school bus that is classified as a type A-II pursuant to the National Standards for School Transportation, 1995 edition, the kit may be mounted in any accessible place.
3. Each kit may include, without limitation, the contents of a kit for first aid recommended by the National Standards for School Transportation, 1995 edition.

**NAC 392.584 Kit for cleanup of bodily fluids.** (NRS 385.080, 392.400, 392.410)

1. Each school bus must have a removable kit designed for the cleanup of bodily fluids that is resistant to moisture. The kit must be mounted in an accessible place within the driver's compartment. The place must be marked to indicate the location of the kit. The kit may be mounted in an enclosed compartment if the compartment is labeled with letters that are not less than 1 inch in height and that indicate the contents of the compartment.
2. The kit may include, without limitation:
  - (a) One packet of a solution that contains a red-10 dye and that is used to solidify bodily fluids;
  - (b) Two antiseptic wipes;
  - (c) One antimicrobial wipe for cleansing hands;
  - (d) One disposal germicidal wipe;
  - (e) One pair of latex gloves;

- (f) One safety shield; and
- (g) One red bag that is marked “biohazard.”

3. As used in this section, “biohazard” means a biological agent that may be hazardous to persons or the environment.

**NAC 392.593 Insulation.** (NRS 385.080, 392.400)

1. The ceiling and walls of the school bus must be insulated with material to deaden sound and reduce vibration to a minimum. If thermal insulation is specified by the manufacturer, it must be fire resistant, approved by the Underwriters Laboratories Inc. and approximately 1 1/2 inches in thickness with a minimum R-value of 5.5. The insulation must be installed in a manner that prevents it from sagging.

2. Except as otherwise provided in subsection 3, if insulation for the floor is used it must be:

(a) Plywood that is five ply nominal and 5/8 of an inch thick; or

(b) A material that is equal to or exceeds the properties of softwood plywood for exterior uses of C-D grade as specified in standards issued by the Department of Commerce.

3. The insulation for the floor of a school bus that is classified as a type A-II pursuant to the National Standards for School Transportation, 1995 edition, must be plywood that is five ply nominal and 1/2 of an inch thick.

4. If plywood is used to insulate the floor of a school bus pursuant to subsection 2 or 3, each of the exposed edges must be sealed.

**NAC 392.595 Interior.** (NRS 385.080, 392.400)

1. The interior of the school bus must not have projections which might cause an injury. All ceilings and walls must be lined. If the construction of the ceiling contains lapped joints, the forward panel must be lapped by the rear panel and any exposed edges must be beaded, hemmed, flanged or otherwise treated to reduce sharp edges.

2. The interior of a school bus may have:

(a) A compartment used for storage of tools, tire chains and tow chains; and

(b) An overhead compartment used for storage other than as provided in paragraph (a).

3. An overhead compartment used for storage must:

(a) Have a rated maximum capacity;

(b) Be attached to the school bus sufficiently to withstand a minimum force of 20 times the rated maximum capacity;

(c) Have rounded corners and edges that have a minimum radius of 1 inch; and

(d) Be free of any protrusions of more than 1/4 of an inch.

4. The driver’s area forward of the foremost padded barriers must be large enough to mount the required safety and operating equipment.

5. Every school bus must be constructed so that the level of noise for the occupant nearest to the primary source of noise in the vehicle does not exceed 85 decibels base audible.

6. A school bus is not required to conform to the requirements for containers for trash and holding devices set forth in the National Standards for School Transportation, 1995 edition.

**NAC 392.611 Rub rails.** (NRS 385.080, 392.400, 392.410)

1. Except as otherwise provided in subsection 4, each school bus must have the following rub rails:

(a) One rub rail located on each side of the school bus, approximately at the level of the seat,

that extends from the rear side of the entrance door completely around the body of the school bus, except over the emergency door, to the point of curvature near the outside cowl on the left side.

(b) One rub rail located immediately below the bottom line of the window and protecting the same longitudinal area as the rub rail at the level of the seats except that it must only extend under all the windows along each side. This rub rail may be built in.

(c) One rub rail, located approximately at the line of the floor, that covers the same longitudinal area as the rub rail at seat level, except at the wheelhousings, and extends only from the rear of the entrance door completely around the body of the school bus.

(d) One rub rail, located at the bottom of the skirt panel, that protects the same longitudinal area as the rub rail at the line of the floor, except at the wheelhousing, and extends only to the radii of the right and left rear corners.

2. All rub rails must be:

(a) Attached at each post of the body and all other upright structural members;

(b) At least 4 inches in width in their finished form;

(c) Corrugated or ribbed;

(d) Painted black; and

(e) Constructed of 16 gauge steel or a similar material of equivalent strength.

3. The three lower rub rails must be applied on the outside of the body of the school bus, or outside of the posts of the body. Rub rails which are pressed in or snapped on do not satisfy this requirement.

4. The rub rails of school buses that use the body provided by the manufacturer of the chassis, or school buses that use a compartment for luggage or have the engine in the rear of the school bus, need not extend around the rear corners.

#### **NAC 392.621 Tread of steps.** (NRS 385.080, 392.400)

1. The tread of the steps must be constructed of at least 24-gauge, cold-roll steel designed with grooves which run perpendicularly to the length of the tread of the step.

2. The metal tread and the platform at the line of the floor must:

(a) Be insulated from the heat of the engine if the engine of the school bus is located in the front of the school bus; and

(b) Be permanently bonded to a rubber floor covering or other material with a resistance to wear and abrasion equal to top grade rubber. The rubber floor covering or other material that is bonded to the tread of the steps must:

(1) Be ribbed, 3/16 of an inch deep and have a white nosing of 1.5 inches as an integral piece without any joint;

(2) Be specially compounded for resistance to abrasion and for a high coefficient of friction;

(3) Be flexible enough to be bent around a mandrel of .5 inch at 130 degrees Fahrenheit and 20 degrees Fahrenheit without breaking, cracking or crazing; and

(4) Have a hardness of 85 to 95 as indicated on a durometer.

#### **School Buses for Transportation of Pupils With Disabilities**

**NAC 392.647 Definitions.** (NRS 385.080, 392.400, 392.410) As used in NAC 392.647 to 392.689, inclusive, unless the context otherwise requires, the words and terms defined in

NAC 392.649, 392.651 and 392.653 have the meanings ascribed to them in those sections.

**NAC 392.649 “Strap” defined.** (NRS 385.080, 392.400) “Strap” has the meaning ascribed to it in 49 C.F.R. § 571.209(S3).

**NAC 392.651 “Webbing” defined.** (NRS 385.080, 392.400) “Webbing” has the meaning ascribed to it in 49 C.F.R. § 571.209(S3).

**NAC 392.653 “Wheelchair” defined.** (NRS 385.080, 392.400) “Wheelchair” has the meaning ascribed to it in 49 C.F.R. § 571.222(S4).

**NAC 392.655 Power lift or ramp required.** (NRS 385.080, 392.400, 392.410) Any school bus that is used for the transportation of pupils who are confined to a wheelchair or other restraining device, which restricts their use of the regular entrance door, must be equipped with a power lift or a ramp, whichever better meets the needs of the situation.

**NAC 392.657 Width of aisles.** (NRS 385.080, 392.400) The aisle leading to at least one emergency door from the area of a power lift for a wheelchair must be at least 30 inches wide.

**NAC 392.659 Electronic system for two-way communication required.** (NRS 385.080, 392.400) A school bus designed to transport pupils with special needs for transportation may be equipped with an electronic system which provides two-way communication throughout the entire route of the school bus.

**NAC 392.661 Seat belt assemblies and securement systems for wheelchairs.** (NRS 385.080, 392.400)

1. A securement system must be installed in a location that does not block access to the special entrance that the school bus is required to have pursuant to NAC 392.685 or the regular service entrance if the power lift is designed to operate within the regular service entrance.
2. Unless a mechanism for releasing is activated, the securement system must secure the wheelchair so as to prevent an attachment or a coupling from becoming detached if:
  - (a) Any component of a wheelchair becomes impaired; or
  - (b) One or more of the tires deflate.
3. The interior of a school bus must have an accessible device used for storage of the securement system that keeps the system clean and securely contained in the passenger compartment.
4. Each piece of the attachment hardware and each component of the securement system must:
  - (a) Be free of sharp edges; and
  - (b) Meet the requirements for resistance to corrosion set forth in 49 C.F.R. § 571.209(S4.3).
5. Each securement device and seat belt assembly must be permanently and legibly marked or have a nonremovable label or tag which indicates that it complies with all the applicable requirements of the National Standards for School Transportation, 1995 edition, and the applicable requirements set forth in 49 C.F.R. § 571.222.
6. Upon request by the original purchaser of a securement system, the manufacturer of the

securement system or its authorized representative shall provide an original or a copy of a notarized certificate that indicates that the securement system complies with all the applicable requirements of the National Standards for School Transportation, 1995 edition, and the applicable requirements set forth in 49 C.F.R. § 571.222.

7. A school bus equipped with a securement system must contain:

(a) A clear notation of the phone number where information can be obtained relating to the installation, repair and parts of the securement system; and

(b) Detailed instructions relating to the use of the securement system, including, without limitation, a diagram showing the proper placement and positioning of:

(1) A wheelchair; and

(2) Securement devices, including, without limitation, the correct angles of a strap or webbing.

8. The manufacturer of the securement system shall make available to the original purchaser training materials relating to the proper use and maintenance of the securement system.

9. Each securement system must have a method for identifying the components of the securement system and their functions, including, without limitation:

(a) Constructing a seat belt assembly and a wheelchair securement device in a different color or a different shade of the same color; or

(b) Marking a seat belt assembly and a securement device to indicate:

(1) The orientation of a wheelchair on the school bus; and

(2) The name of each component of a seat belt assembly or a securement device and the location in which the component should be used.

10. Each part of a securement system must be:

(a) Provided by the same manufacturer; or

(b) Certified as compatible by the manufacturer of the securement system.

11. A gurney or similar apparatus must be secured parallel to the side of a school bus.

12. As used in this section:

(a) "Attachment hardware" has the meaning ascribed to it in 49 C.F.R. § 571.209(S3).

(b) "Seat belt assembly" has the meaning ascribed to it in 49 C.F.R. § 571.209(S3).

(c) "Securement system" means a system used to secure a wheelchair and its occupant to a school bus.

(d) "Wheelchair securement device" has the meaning ascribed to it in 49 C.F.R. § 571.222(S4).

**NAC 392.662 Instrument for cutting strap or webbing; oxygen bottles; other equipment for safety, mobility assistance or health support.** (NRS 385.080, 392.400, 392.410)

1. Each school bus designed to transport pupils with disabilities must be equipped with at least one durable instrument designed to cut a strap or webbing used to secure a wheelchair. The instrument must be:

(a) Secured in a location that is accessible to the driver while he is secured in his seat; and

(b) Designed to prevent the operator of the instrument or other persons from being injured during its use.

2. Each item of equipment used for safety, mobility assistance or health support, including, without limitation, crutches, a wheelchair, walker, cane or other device used as an ambulatory aid, oxygen bottles, tanks, valves or equipment used to administer intravenous medication or to drain bodily fluids, must be:



(a) Secured in a manner to withstand a pulling force of five times the weight of the item; or  
(b) Stored in an enclosed latched compartment that is capable of withstanding a force applied to its interior equal to five times the weight of its contents without damage to the integrity of the compartment.

3. The volume of such an oxygen bottle must be not more than:

(a) Twenty-two cubic feet if it contains liquid oxygen; and

(b) Thirty-eight cubic feet if it contains compressed gas.

4. A tank or valve must be positioned on the school bus in a manner that protects it from direct sunlight, heater vents or other sources of heat.

**NAC 392.665 Display of international symbol of accessibility required.** (NRS 385.080, 392.400, 392.410) A school bus equipped with a power lift for wheelchairs used for transporting physically disabled pupils must display the international symbol of accessibility below the windowline. The symbol must be white on blue, must not exceed 12 inches in size and must be reflectorized.

**NAC 392.667 Standards for power lift.** (NRS 385.080, 392.400)

1. Except as otherwise provided in subsection 2, if a power lift for a wheelchair is used, it must be located on the right side of the body, confined within the perimeter of the body of the school bus when it is not extended and not attached to the exterior of the school bus.

2. A power lift for a wheelchair may be located on the left side of the body of the school bus if the school bus is used primarily for the transportation of pupils to the left side of one-way streets.

3. A power lift for a wheelchair is not required to comply with the provisions of "Power Lifts and Ramps," item 3(b)(2)(a), National Standards for School Transportation, 1995 edition, that require the use of interlocked controls.

4. In addition to the requirements set forth in subsection 1, a power lift must:

(a) Incorporate an emergency method that requires not more than 2 minutes to lower an occupied wheelchair to ground level; and

(b) Be permanently and legibly marked or have a nonremovable label or tag which indicates that it complies with all the applicable requirements of the National Standards for School Transportation, 1995 edition.

5. Upon request by the original purchaser of a power lift, the manufacturer of the power lift shall provide an original or a copy of a notarized certificate that indicates that the power lift complies with all the applicable requirements of the National Standards for School Transportation, 1995 edition.

6. The lifting mechanism must be able to lift at least 600 pounds.

7. Controls must be provided to operate the power lift from inside or outside of the school bus.

8. If electrical power is used, a circuit breaker that can be reset must be installed between the source of power and the motor of the power lift. The circuit breaker must be located as close as possible to the source of power, but it must not be located inside the school bus.

9. The design of the power lift must prevent excessive pressure that could damage the system of the power lift when the platform is fully lowered or raised or that could lift the school bus into the air.

10. A school bus equipped with a power lift for a wheelchair must contain:

(a) A clear notation of the phone number where information can be obtained relating to the installation, repair and parts of the power lift; and

(b) Detailed instructions that are visible when the door of the power lift is open and that relate to the use of the power lift, including, without limitation, a diagram showing the proper placement and positioning of a wheelchair on the power lift.

11. The manufacturer of the power lift shall make available to the original purchaser of the power lift training materials relating to the proper use and maintenance of the power lift.

**NAC 392.669 Standards for ramp.** (NRS 385.080, 392.400)

1. If a ramp is used in lieu of a power lift, it must:

(a) Be of sufficient strength and rigidity to support the ramp, the occupant of the ramp and the attendant, if any;

(b) Be equipped with a protective flange on each longitudinal side of the ramp;

(c) Have a floor constructed of nonskid material; and

(d) Be designed and equipped with handles to permit one person to put the ramp in place for use and return it to its place for storage.

2. A ramp that is installed by the manufacturer in a school bus with a raised floor may be used for an emergency evacuation, but it may not be used as a substitute for a power lift if, pursuant to NAC 392.655, a power lift better meets the needs of the situation.

3. An accessible ramp may be installed for use in an emergency evacuation. The ramp must:

(a) Not obstruct any aisle or exit while in its stowed position; and

(b) Be properly secured and located away from contact with passengers if it is stowed in the passenger compartment.

**NAC 392.671 Restraining devices.** (NRS 385.080, 392.400)

1. The frame of a seat may be equipped with attachments or devices to which belts, restraining harnesses or other devices may be attached.

2. If a restraining device is used, it must be made of materials that:

(a) Will not stain, soil or tear the clothing of an occupant; and

(b) Are resistant to water and fraying.

3. Each floor or wall anchorage that secures a restraining device to the school bus and that is not permanently attached must:

(a) Be of a positive self-locking latch design; and

(b) Be incapable of becoming accidentally disconnected.

4. Each attachment or coupling used as part of the restraining device that is designed to be connected or disconnected frequently must be:

(a) Easily accessible; and

(b) Operable without the use of tools or other mechanical assistance.

**NAC 392.673 Seats.** (NRS 385.080, 392.400) All seats must face forward. The spacing of seats to accommodate any special devices for pupils with disabilities may be altered if needs of the passengers so require.

**NAC 392.677 Tinted glass.** (NRS 385.080, 392.400) Tinted glass may be installed in all doors, windows and the windshield of the school bus consistent with the requirements of state and federal law.

**NAC 392.683 Standards for step well.** (NRS 385.080, 392.400, 392.410)

1. Each step on a school bus that is equipped with a power lift must be the full width of the step well, excluding the thickness of the doors in an open position.
2. The school bus must be equipped with a device that is easy to grasp or hold to assist passengers who are entering or exiting the school bus. The device must not have openings that could entangle clothing, accessories or limbs.

**NAC 392.685 Standards for special service entrance.** (NRS 385.080, 392.400, 392.410)

1. The school bus must be equipped with a special service entrance to accommodate a power lift unless the power lift:
  - (a) Is designed to operate within the regular service entrance;
  - (b) Is capable of being stowed so that it does not block access to the regular service entrance;and
  - (c) Is located so that it does not impede a person from entering or exiting the school bus.
2. The door posts and headers of the special service entrance must be reinforced to provide support and strength equivalent to the areas of the side of the school bus not used for doors.
3. The special service entrance and the special service entrance door must be located on the right of the school bus. The special service entrance door must be designed so that when it is open it does not obstruct the regular service entrance door. The opening of the special service entrance may extend below the floor through the bottom of the skirt of the body, if reinforcements are installed at the front and rear of the opening in the floor to support the floor and give the same strength as other openings in the floor.
4. A drip molding must be installed above the opening of the special service entrance to divert water from the entrance.
5. A special service entrance door may be located on the left side of the body of the school bus if the school bus is used primarily for the transportation of pupils to the left side of one-way streets.

**NAC 392.687 Standards for doors for special service entrance.** (NRS 385.080, 392.400)

1. One door or double doors may be used for the special service entrance.
2. The materials of the door and the panels and the structural strength must be equivalent to the regular entrance and emergency doors required for all school buses. Color, lettering on rub rails and other exterior features must match the adjacent sections of the body.
3. If two manually operated doors are used, the rear door must have a device to fasten it to the header at least at one point. The forward door must have three-point fastening devices to fasten it to the header, to the line of the floor of the body and to the rear door. These devices must afford maximum safety when the doors are closed. The door and hinge mechanism must be of sufficient strength to provide the same type of use as that of a regular entrance door.
4. If power doors are used, they must allow for the release of the doors for opening and closing by the attendant from the platform inside the school bus.
5. If one door is used, the door must be hinged to the forward side of the entrance unless doing so would obstruct the regular service entrance. If the door is hinged to the rearward side of the doorway, the door must use a safety mechanism to prevent it from swinging open if the primary door latch fails.
6. If double doors are used, the doors must:

(a) Be designed to prevent them from being blown open by the wind; or  
(b) Use a safety mechanism to prevent them from swinging open if the primary door latch fails.

7. All doors used for the special service entrance must:

- (a) Open outward;
- (b) Have positive fastening devices to hold doors open;
- (c) Be sealed for protection against the weather;
- (d) Have a window set in rubber that is:

(1) Visually similar in size and location to adjacent windows on the body of the school bus other than those windows located on the door; and

(2) Glazed with glazing of the same type and tinting as the fixed glass in other locations on the body of the school bus; and

(e) Be equipped with padding at the top edge of the door opening. The padding must be at least 3 inches wide and 1 inch thick and extend the full width of the door opening.

8. The door must have a device that will actuate an audible or a flashing signal in the driver's compartment if the door is not securely closed and the ignition is in the "on" position.

9. A switch must be installed to prevent a lifting mechanism from operating if the platform door of the power lift is closed.

**NAC 392.689 Determination of passenger capacity.** (NRS 385.080, 392.400)

1. Except as otherwise provided in subsection 2, when determining the passenger capacity of a school bus, the area of a power lift or the area used to secure an occupied wheelchair may be considered four seating positions.

2. The provisions of subsection 1 may not be used to determine the actual number of passengers on the school bus.

# NOTICE OF INTENT TO ACT UPON A REGULATION

## Notice of Hearing for the Adoption of Regulations of the Nevada State Board of Education/Nevada State Board for Occupational Education

The Nevada State Board of Education/Nevada State Board for Occupational Education will hold a public hearing on **Saturday, October 21, 2000**, at the **Department of Education, Board Room 101, 700 East Fifth Street, Carson City, Nevada**.

The time for the public hearing has been scheduled as follows:

**11:30 a.m.**      **Public Hearing and Possible Board Adoption of Proposed Revisions to Regulation, NAC 392, Nevada School Bus Standards (One-Time Only Public Hearing)**

The purpose of the hearing is to receive comments from all interested persons regarding the adoption of regulations that pertain to **Chapter 392** of the Nevada Administrative Code.

The purpose of the proposed regulations is to reflect federal school transportation recommendations.

There is no economic effect of the regulation on the business that the agency. There are no known adverse effects. The beneficial, immediate and long term effects will be to establish up-to-date school bus standards for the State.

There is no anticipated economic effect on the public. There is no estimated cost for enforcement to the regulating agency.

There is no duplication or overlap of federal, state or local government agencies. The proposed regulations do not establish any new fees nor increase an existing fee of the regulating agency.

Persons wishing to comment upon the proposed action of the Nevada State Board of Education/Nevada State Board for Occupational Education may appear at the scheduled public hearing or may address their comments, data, views or arguments, in written form to the Nevada Department of Education, 700 East Fifth Street, Carson City, Nevada 89701-5096. Written submissions must be received by Department of Education **on or before Monday, October 16, 2000**. The following statement applies for hearings noticed above for possible Board adoption: If no person who is directly affected by the proposed action appears to request time to make an oral presentation, the Nevada State Board of Education/Nevada State Board for Occupational Education may proceed immediately to act upon any written submissions.

A copy of this notice and the proposed regulation language will be on file at the Nevada State Library and Archives, 100 Stewart Street, Carson City, Nevada, for inspection by members of the public during business hours. Additional copies of the notice and the proposed new regulation will be available at the Nevada Department of Education, 700 East Fifth Street, Carson City, 89701-5096, and in all counties at the main public library, for inspection and copying by members of the public during business hours. This notice and the text of the proposed regulation are also available at the State of Nevada Register of Administrative Regulations which is prepared and published monthly by the Legislative Counsel Bureau pursuant to NRS 233b.0653, and on the Internet at <http://www.leg.state.nv.us>. Copies of this notice and the proposed regulation will also be mailed to members of the public upon request. A reasonable fee may be charged for copies if it is deemed necessary.

Upon adoption of any regulation, the agency, if requested to do so by an interested person, either before adoption or within 30 days thereafter, will issue a concise statement of the principal reasons for and against its adoption and incorporate therein its reasons for overruling the consideration urged against its adoption.

This notice has been filed at the following locations: The offices of the Nevada Department of Education in Carson City and Las Vegas, at the 17 Nevada School District Superintendents' Offices, the 17 county main public libraries, and at the Nevada State Library and Archives.

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9/20/00

**NEVADA STATE BOARD OF EDUCATION  
NEVADA STATE BOARD FOR OCCUPATIONAL EDUCATION**

**RULES FOR PUBLIC TESTIMONY**

1. In accordance with NRS 233B.060, the Board, before adopting, amending or repealing any permanent or temporary regulations shall give at least 30 days of notice.
2. The Board will endeavor to hold public hearings on its intended action in two separate locations. The Board does reserve the right to hold only one hearing. A public hearing held by video telecommunication, allowing access at two separate locations, will be considered as two hearings. Also, under NRS 233B.060, the Board has the authority to promulgate emergency regulations which expire and then must go through the regular public hearing process.
3. All persons wishing to submit written testimony for a public hearing of the Board should do so at least five (5) working days before the scheduled public hearing.
4. Written submissions should be sent to the Board Secretary, State Board of Education, Department of Education, 700 East Fifth Street, Carson City, Nevada 89701-5096. All materials will be duplicated for distribution to the Board members.
5. Persons wishing to give oral testimony at the public hearing should sign in at the meeting on the cards provided and submit the card to the Board secretary.
6. Each person giving oral testimony is asked to provide a single page abstract of comments, if possible.
7. The Board President, at the time of the public hearing, may ask a person to condense their testimony so that all persons wishing to speak will have the opportunity. Time limits on testimony may be placed at the discretion of the Board President.

Adopted 3/21/93

# INFORMATIONAL STATEMENT

## NEVADA DEPARTMENT OF EDUCATION

### NEVADA STATE BOARD OF EDUCATION NEVADA STATE BOARD FOR OCCUPATIONAL EDUCATION

#### LEGISLATIVE REVIEW OF ADOPTED REGULATIONS AS REQUIRED BY ADMINISTRATIVE PROCEDURES ACT, NRS 233B.066 NAC 392, Nevada School Bus Standards (Temporary Regulation)

#### IMPACT STATEMENT

The following statement is submitted for adopted amendments to Nevada Administrative Code (NAC) 392:

**1. A description of how public comment was solicited, a summary of public response, and explanation how other interested persons may obtain a copy of the summary.**

The Workshop to Solicit Comments on Proposed Regulations was held on October 20, 2000.

The Notice of Intent to Act Upon a Regulation for public hearing and Board permanent adoption of the proposed revisions to NAC 392, Nevada School Bus Standards, was sent to approximately one-hundred fifty individuals and educational organizations. One public hearing was conducted by the Nevada State Board of Education on October 21, 2000, to provide the opportunity for comments by affected parties and the public. There were no comments from the public.

**2. The Number of Persons Who:**

**a) Attended Each Hearing:** Workshop: 8 Hearing: 6

**b) Testified at Each Hearing;** Workshop: 1 Hearing: 0

**and,**

**c) Submitted Written Statements:** Workshop: 0 Hearing: 0

No written comments were submitted.

**3. A description of how comment was solicited from affected businesses, a summary of the response and an explanation how other interested parties may obtain a copy of the summary.**

Comment was solicited through the Workshop Notice of September 20, 2000, and public hearing notice of September 20, 2000.

At the October 20, 2000, Workshop to Solicit Comments, Kevin Curnes, Carson City School District advised Board members that the changes to current regulation language which refer to the Nevada School Bus Standards document were discussed and agreed upon by school district



transportation personnel and representatives of the Nevada Highway Patrol. There were no comments made the public hearing held October 21, 2000.

A copy of the summary and/or minutes of the public hearing may be obtained by calling LaDonna Byrd, Board Secretary, at the Department of Education (775) 687-9225, or by writing to the Department of Education at 700 East Fifth Street, Carson City, Nevada 89701-5096.

**4. If the regulation was adopted with or without change to any part of the proposed regulation, a summary of the reasons for adopting.**

The temporary regulation language was adopted by the Nevada State Board of Education at the public hearing held October 21, 2000, without revision to the proposed language.

**5. The estimated economic effect of the adopted regulation on the business which it is to regulate and on the public. These must be stated separately, and each case must include:**

There is no economic effect on the business which is regulated. There is no estimated economic effect on the public, either adversely or beneficially, nor immediate or long term.

**6. The estimated cost to the agency for enforcement of the adopted regulation.**

There is no additional cost to the agency for enforcement of this regulation.

**7. A description of any regulations of other state or government agencies which the proposed regulation overlaps or duplicates and a statement explaining why the duplication or overlapping is necessary. If the regulation overlaps or duplicates a federal regulation, the name of the regulating federal agency.**

No other state or government agency regulations will be overlapped or duplicated by the above noted regulations. There is no duplication or overlap of federal regulations.

**8. If the regulation includes provisions which are more stringent than a federal regulation which regulates the same activity, a summary of such provisions.**

There are none.

**9. If the regulation provides a new fee or increases an existing fee, the total annual amount the agency expects to collect and the manner in which the money will be used.**

This regulation does not provide or involve a new fee.

10/30/00