

Child Passenger Safety on
School Buses
NATIONAL TRAINING



HANDOUTS for
CPST Participants



March 2023

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Child Passenger Safety on School Buses



NATIONAL TRAINING



Handout • Introduction

COURSE RESOURCES

- School bus-related resources that support this training are available online. Bookmark the following web page for future reference. The **Child Occupant Protection Glossary** is available on this site.

cpsboard.org/school-bus

TERMINOLOGY

- In the school bus industry, child restraints are referred to as **Child Safety Restraint Systems** or **CSRS**.
- **Children with disabilities:** Use person-first terminology. State the “child” first and then add the disability (i.e., a “child with Down Syndrome” rather than a “Down Syndrome child”).
 - Terminology changes as society changes. The term “special needs” is less-used today, with government and social agencies updating their terminology to include “children with disabilities” and “accommodation for needs” in place of “special needs.”
- **Head Start** and **Early Head Start.** Head Start is a federal preschool program that serves children ages 3 to 5. Early Head Start serves children from 6 weeks through age 2.

LAWS AND GUIDELINES

Who establishes occupant protection laws for children?

Federal Government

- **NHTSA Guideline for the Safe Transportation of Pre-school Age Children in School Buses** was issued in 1999, based on NHTSA testing of preschool-size dummies seated on school bus seating.
- The guideline states that preschool-age children in a school bus should be properly secured in a CSRS that:
 - Is appropriate for the child's age, weight, height and developmental level.
 - Is properly secured to the school bus seat, using anchorages that meet FMVSS.

one.nhtsa.gov/people/injury/buses/Guide1999/prekfinal.htm

■ Head Start program

eclkc.ohs.acf.hhs.gov/policy/head-start-program-performance-standards-showcase/regulations-overview

- Search “Transportation” to find [1303 Subpart F](#), the performance standards for Head Start transportation.

States

■ GHSA (Governor’s Highway Safety Association) state child passenger safety laws

ghsa.org/state-laws

- These laws pertain to general transportation of children in the state, and often school bus transportation is exempt. To learn more in your state about laws related to school buses, contact your state's director of pupil transportation.

- Find a listing of state directors at:

nasdpts.org/State-Director-Map

Local

■ School District Rules and Policies

- Contact your local education authorities (LEAs) to learn about the rules and child transportation policies in your area.

CSRS/School Bus Manufacturers

■ Manufacturers of CSRS (child safety restraint systems) and buses establish their own use guidelines and instructions while also meeting government requirements.

- Links to major school bus CSRS manufacturers and school bus vehicle manufacturers are found in the School Bus Resources on cpsboard.org/school-bus.
- CSRS manufacturer contact information is also supplied on CSRS labels and in instruction manuals.

■ NHTSA’s car seat **Ease-of-Use Ratings** let you compare how easy it is to use certain car seat features in passenger vehicles (which may provide useful information for certain ease-of-use features of conventional CSRS used on school buses, as well).

nhtsa.gov/car-seats-and-booster-seats/car-seat-ease-use-ratings

SCHOOL BUS SAFETY RESOURCES

■ National Association of State Directors of Pupil Transportation Services (NASDPTS). This organization of state transportation officials provides contact information for each state’s transportation director; position statements; and other resources on its website.

nasdpts.org

- **National Highway Traffic Safety Administration (NHTSA)**. NHTSA’s school bus safety page provides information on school bus regulations, seat belts on school buses, and bus stop safety.
nhtsa.gov/road-safety/school-bus-safety
- **American School Bus Council (ASBC)**. This educational site, formed through a collaboration of trade organizations (National Association of Pupil Transportation and National School Transportation Association, NASDPTS, and the major school bus manufacturers), provides information to promote the safety and value of school buses.
americanschoolbuscouncil.org
- **National Congress on School Transportation (NCST)**. This organization convenes delegates from each state every five years to maintain the student transportation industry’s voluntary set of guidelines. Its website, hosted by NASDPTS, includes a link to the National School Transportation Specification and Procedures document.
nasdpts.org/ncst-nstsp
- **National Safety Council (NSC)**. The National Safety Council’s page on school bus safety provides safety tips for at the bus stop, around the bus stop, on the bus and getting on/off the bus.
nsc.org/community-safety/safety-topics/school-safety/buses-safest-transportation-for-school-children
- **Safe Ride News (SRN)**. Safe Ride News, a publisher of printed and online resources for the child passenger safety field, publishes materials that focus on the safety of preschoolers and children with disabilities on school buses.
saferidenews.com
- **School Bus Safety Facts**. Through a cooperative agreement with NHTSA, the American School Bus Council developed downloadable resources to help spread the word about school bus ridership—providing well-researched, up-to-date and accurate statistical information. These resources let communities know about the benefits of school bus ridership; informs communities about how to keep children safe in and around the school bus; and lets others know about the ways they can support the school bus in their community.
schoolbusfacts.com
- **The National Association for Pupil Transportation (NAPT)**. This organization of public and private student transportation service providers is dedicated to operational safety and administrative efficiency of pupil transportation.
napt.org
- **National School Transportation Association (NSTA)**. This organization is the leading resource for school transportation solutions and is a membership organization for school

bus contract-operators engaged primarily in transporting students to and from school and school-related activities.

yellowbuses.org

- **National Conference of State Legislatures (NCSL)**. This organization represents the legislatures in the states, territories and commonwealths of the U.S. to advance the effectiveness, independence and integrity of legislatures and to foster interstate cooperation and facilitate the exchange of information among legislatures.

ncsl.org/transportation/school-bus-safety

PROGRESS CHECK

- What term does the school bus industry use to refer to child restraints on school buses?

- At what ages do children attend Early Head Start? Head Start?

THANK YOU!

The **Child Passenger Safety on School Buses National Training** was developed from the work of national subject matter experts **Denise Donaldson, Susan Shutrump** and **Charlie Vits**. This course would not be possible without their time and expertise.

The **Child Passenger Safety on School Buses National Training** curriculum was put together, in part, thanks to the work of countless volunteers. Without their tireless efforts and dedication, this would not have been possible. The CPST community is generous and giving of their time and talents!

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Child Volunteers

Our child volunteers have a special place in our hearts as they represent all of the children we do this work for. A special thank you to all of the kids who helped out!

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* Denotes instructor team lead.

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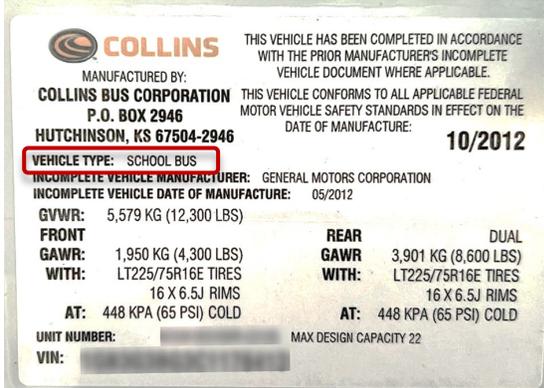
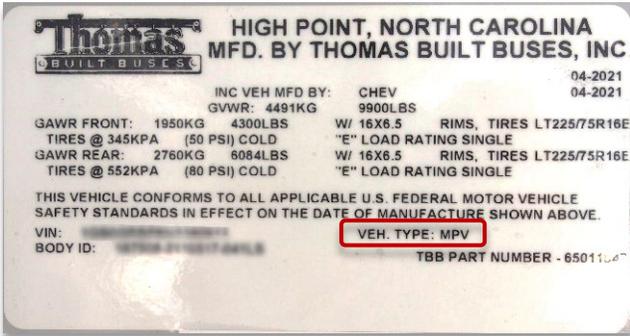
Handout • Identify School Buses

SCHOOL BUS CLASSIFICATION

Not every vehicle that looks like a bus is a school bus. Check the **vehicle certification label**, which should be located inside the bus, above the front window or door. The type should state “school bus” (not simply “bus” or “MPV”—Multi-Purpose Vehicle).

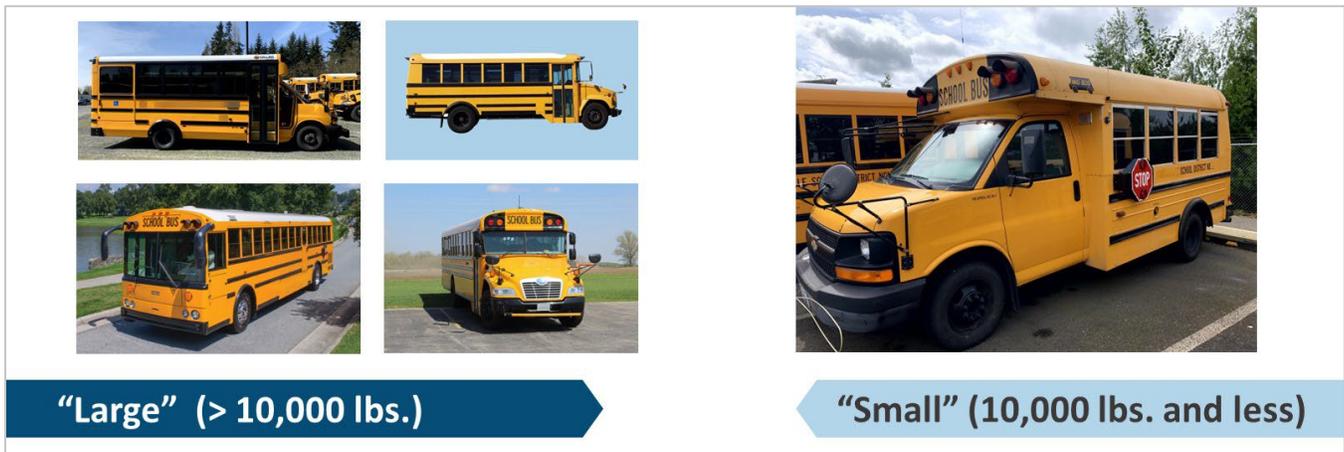
- To be classified as a school bus, a vehicle must meet the many federal safety regulations that apply to these vehicles.
- A multi-function school activity bus (MFSAB) is a school bus that meets all federal requirements for a school bus, except it lacks traffic control devices, like alternating flashing lights and stop arms.
- The mere fact that a vehicle is used by a school does not make it a school bus. When schools use non-school-bus vehicles for student transportation, like vans and SUVs, these are subject to all state laws that apply to child occupants who ride in passenger vehicles.

BUS LABEL EXAMPLES

School Bus	Non-School Bus
 <p>SCHOOL BUS label from Collins Bus Corporation. The label includes manufacturer information, date of manufacture (10/2012), GVWR (5,579 KG), and vehicle type: SCHOOL BUS.</p>	 <p>MPV label from Thomas Built Buses, Inc. The label includes manufacturer information, date of manufacture (04-2021), GVWR (4,491 KG), and vehicle type: MPV.</p>

SCHOOL BUSES AND GVWR

- While it is **not** important to know the different school bus types for purposes of installing CSRS in school buses—it *is* important to know the school bus’s **gross vehicle weight rating (GVWR)**.
 - Several different school bus types are shown in the following illustration.
 - To confirm school bus weight information, check the GVWR given on the vehicle certification label.
- GVWR is the maximum loaded weight under which a vehicle can safely operate as prescribed by the manufacturer.



SEAT BELTS ON SCHOOL BUSES

<p>Driver seats must have lap-and-shoulder belts</p>  <p>ALL School Buses</p>	<p>All positions must have seat belts</p>  <p>GVWR ≤ 10,000 lbs.</p>	<p>Not required to have seat belts</p>  <p>GVWR > 10,000 lbs.</p>
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Lap-and-shoulder belts have been the required type since October 2011.

They may be **optionally equipped** with lap belts or lap-and-shoulder belts.

LATCH ON SCHOOL BUSES

- School buses are exempt from tether anchor requirements, but school buses of any size may be **optionally equipped** with lower anchors and/or tether anchors.



School buses are **exempt** from **tether anchor** requirements.



Since 2003, school buses with a GVWR of **10,000 lbs. or less must have** a set of lower anchors for two of the bus's seating positions.

Additional positions may optionally be equipped.

MULTI-FUNCTION SCHOOL ACTIVITY BUS (MFSAB)

- A multi-function school activity bus (MFSAB) is a school bus that meets all federal requirements for a school bus, except it lacks traffic control devices, like alternating flashing lights and stop arms.
 - MFSABs may not be used for street pick-up/drop-off of students.
 - It is sometimes hard to distinguish a MFSAB from a non-school bus.
 - Check the vehicle certification label to be sure it states Multi-Function School Activity Bus or MFSAB as the type.



Check the vehicle certification label states MFSAB.

Could be small or large bus.



Child Passenger Safety on School Buses



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Handout • Federal Motor Vehicle Safety Standards

STATE AND LOCAL REQUIREMENTS

- Does your state, municipality, or district have requirements for seat belts on school buses, in addition to federal standards?
 - Visit the following link to state law information:
ncsl.org/transportation/school-bus-safety

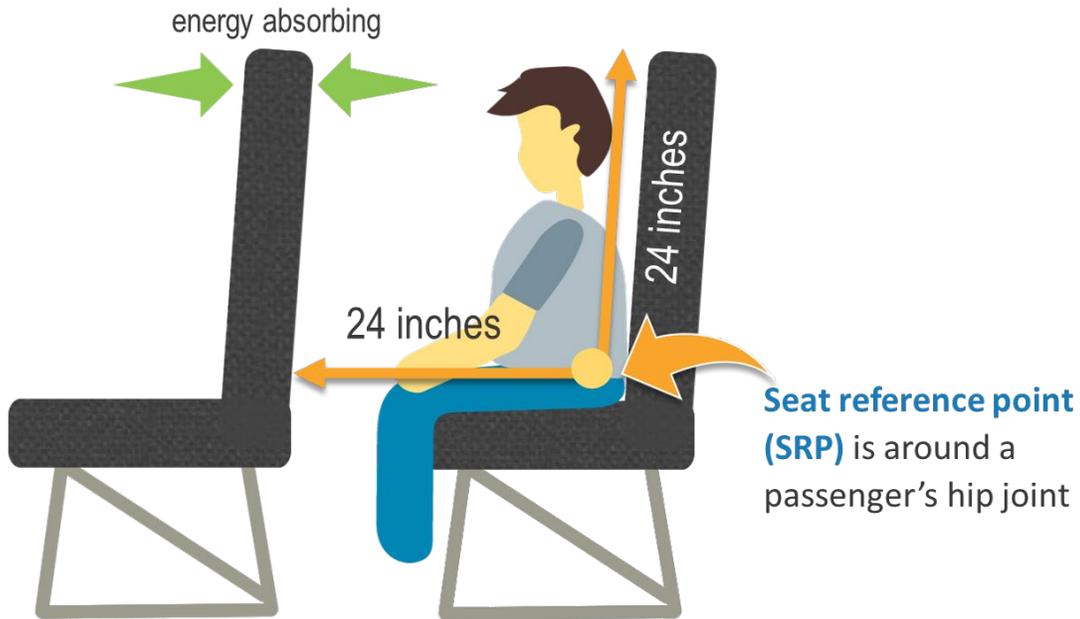
FMVSS RELATED TO SCHOOL BUSES AND CSRS

Federal Motor Vehicle Safety Standards

<p>Required by FMVSS 222</p> <p>School Bus Seating</p> 	<p>Required by FMVSS 209</p> <p>Seat Belt Assemblies</p> 	<p>Required by FMVSS 213</p> <p>Child Safety Restraint Systems</p> 	
<p>Occupant Protection</p> 	<p>Seat Belt Anchorages</p> <p>Required by FMVSS 210</p> 	<p>Child Restraint Anchorages</p> 	<p>Required by FMVSS 225</p>

COMPARTMENTALIZATION

- NHTSA requirements in FMVSS 222 make certain that school bus seating has the features needed for compartmentalization to provide protection in frontal or rear-end collisions.



Compartmentalization: Row Spacing Options and Trade-Offs



24 inches

Maximum Allowed Spacing

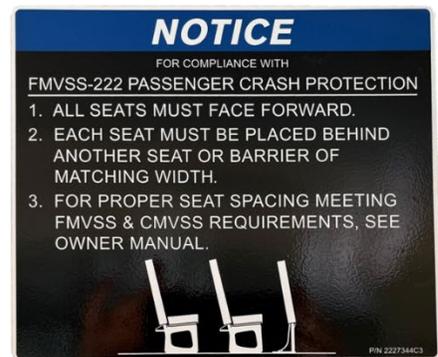
Provides space for most CSRS and leg-room in between rows



Less than 24 inches

Maximum Capacity Spacing

Narrower seat spacing between rows allows for more rows on the school bus



Row Spacing and Rear-Facing CSRS

- When rows are spaced close together it is challenging to find a rear-facing CSRS that will fit properly.
- Row spacing closer together than 24" may not accommodate rear-facing CSRS.

SEAT BELTS ON SCHOOL BUSES

School buses with a GVWR of **10,000 lbs. or less must have** seat belts. Lap-and-shoulder belts have been the required type **since October 2011.**

Required by **FMVSS 208**

Occupant Protection

School buses with a GVWR of **greater than 10,000 lbs.** are not required to have seat belts, but they may be **optionally** equipped with lap belts or lap-and-shoulder belts.

10,000 lbs.

Gross Vehicle Weight Rating (GVWR)

SEAT BELT ASSEMBLIES

FMVSS 209 regulates the component requirements for lap belts and lap-and-shoulder belts. Check that seat belts indicate compliance with FMVSS 209.



REINFORCED SEATING

FMVSS 210 regulates occupant protection system anchorage points be adequately strong to withstand crash loads by using reinforced bus seat frames.

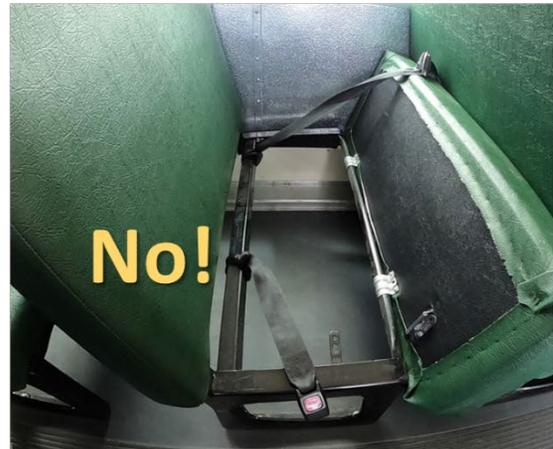


SEAT BELT ASSEMBLIES—NON-COMPLIANT RETROFITTING

- Too frequently, school bus seat belts that have been installed through retrofit are non-compliant with FMVSS 209.
- It is important to check for compliance by lifting the bus seat cushion to see how the seat belts are attached.



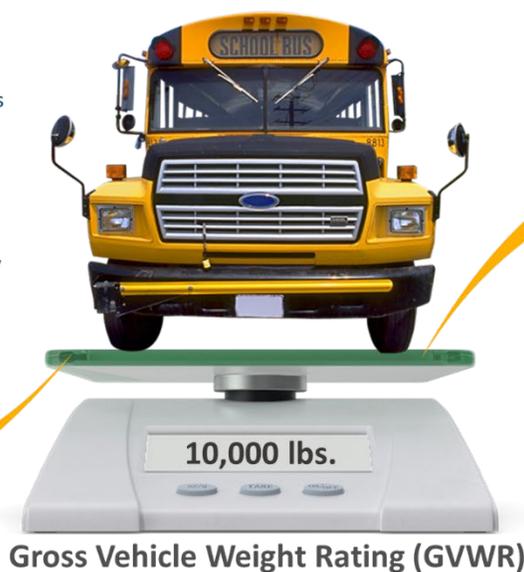
Seat belt that loops around the bus frame



Seat belt knotted around the bus frame

LATCH ON SCHOOL BUSES

Since 2003, school buses with a GVWR of **10,000 lbs. or less** **must have** a set of lower anchors for two of the bus's seating positions. Additional positions may optionally be equipped.



Gross Vehicle Weight Rating (GVWR)



Child Restraint Anchorages



School Buses with a GVWR of **greater than 10,000 lbs.** are not required to have lower anchors, but they may be **optionally** equipped with lower anchors and/or tether anchors.

REPLACEMENT—ENTIRE SCHOOL BUS SEAT

Though existing seating cannot be reinforced, new seating can sometimes be installed into the bus.

- The replacement seating must also meet all federal standards, and the bus's owner and the installer must also ensure that it has been installed according to all applicable FMVSS. Detailed records of these changes need to be kept.
- Replacing an FMVSS 222 school bus seat with one that meets FMVSS 210 is usually quite difficult and costly.



REPLACEMENT—INTERCHANGEABLE SEATBACKS

A better alternative for pupil transportation providers who plan ahead and order reinforced seating is to purchase that which allows the seatback to be easily replaced with versions that have different features.

- For instance, when this type of reinforced seating is present, a plain seatback can be swapped out later with one that has seat belts and/or integrated CSRS.
- This process involves just a few bolts, so the value to pupil transportation providers is that they can easily make relatively inexpensive modifications if their needs change in the future.



PROGRESS CHECK

- Seating that meets FMVSS 222 provides _____ for the occupants, meaning it has regulated row spacing and seatback characteristics.
- FMVSS 213 regulates _____.
- Why must a seat with seat belts meet FMVSS 210?

Child Passenger Safety on School Buses



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Handout • Occupant Protection for Children

ON SCHOOL BUSES, SAFETY HAS THREE STAGES



STAGE 1

Rear-facing in a CSRS with a harness



STAGE 2

Forward-facing in a CSRS with a harness



STAGE 3

Riding on a school bus seat, with a seat belt whenever available.

Stage 1 • CSRS For Use Rear-Facing



Rear-Facing Only CSRS



Rear-Facing Convertible CSRS

Stage 2 • CSRS for Use Forward-Facing



CSRS with a Cam Wrap

BELT CONVERTERS



SCHOOL BUS ONLY CSRS

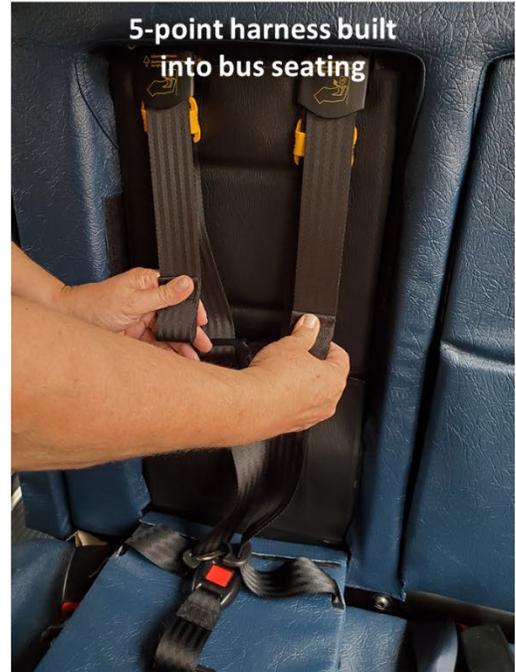


SAFETY VESTS



- A cam wrap is a CSRS anchorage made of strong, adjustable webbing that wraps vertically around a school bus seatback, through the seat bight.
- CSRS with a cam wrap are designed for use only on a school bus.
- They originally were developed specifically to provide options for buses that don't have other anchorage hardware (seat belts or LATCH), but can be used on either type.

Integrated CSRS



Stage 3 • School Bus Seats and Seat Belts



Typical 39-inch school bus seats fit:



Why aren't booster seats used on school buses?



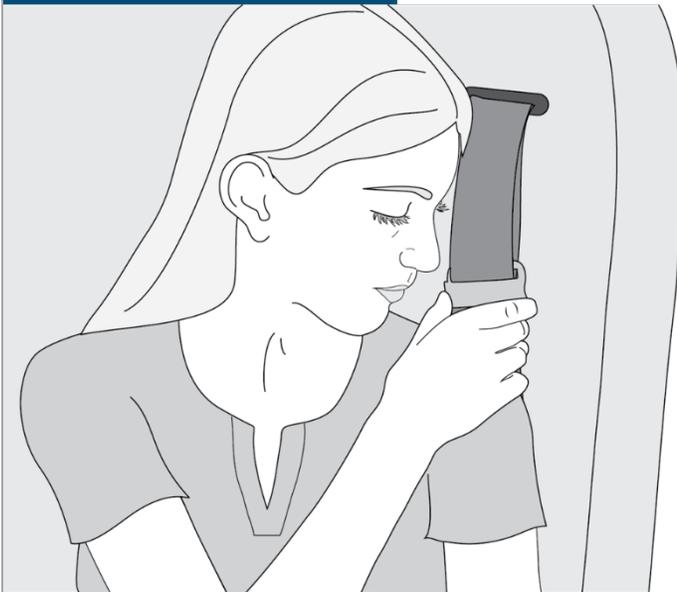
Passenger vehicle seats are made for an adult's body.

VS



School bus seats are sized to match kids' bodies.

STAGE 3 Use a Seat Belt, When Possible



- Lap-and-shoulder belts are more protective than lap belts.
- Shoulder-height adjuster should sit **at** or **just above** shoulder.

Child Passenger Safety on School Buses



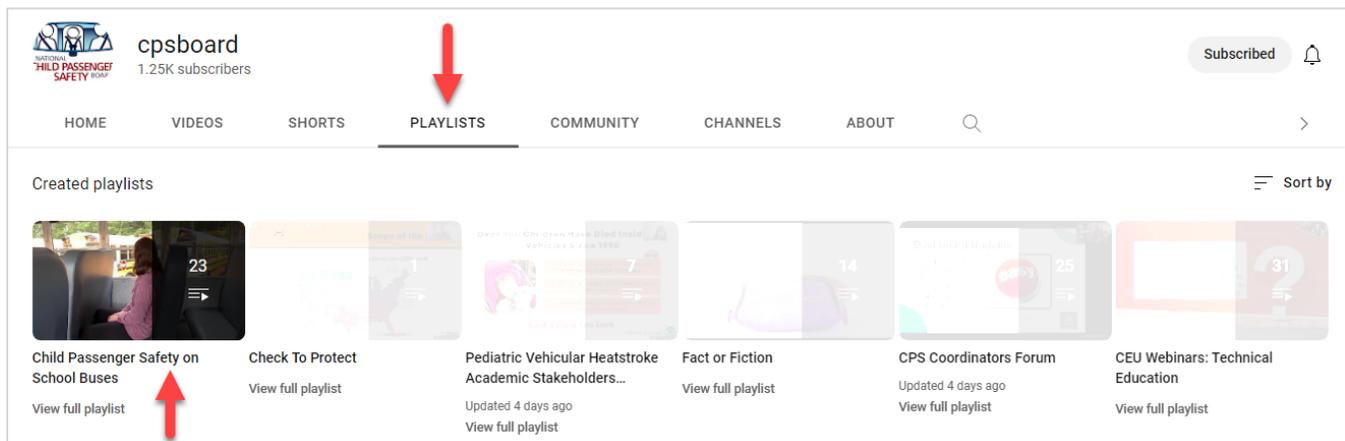
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Handout • Overview of CSRS Use

SCHOOL BUS VIDEO PLAYLIST ON YOUTUBE

- How-to videos for CSRS on school buses are available at the CPS Board YouTube Channel.
 - youtube.com/cpsboard
 - Open the **Child Passenger Safety on School Buses** playlist.



5 STEPS WHEN USING CSRS

SELECTION	Choose the right car seat for the child AND the bus.
DIRECTION	Face the CSRS the right way.
LOCATION	Choose an appropriate location on the bus.
ADJUST/FIT	Adjust the CSRS to fit the child properly.
INSTALLATION	Secure the CSRS to the bus seating.

SELECTION BASICS

What fits the **CHILD**?



What fits the **BUS**?



What **FEATURES** matter?



LOCATION BASICS

Choose a Location That Meets These Criteria



Enable a proper installation



Accommodate necessary child supervision



Consider all needs of the child

Consider needs and safety of other passengers



Location and Emergency Evacuation Concerns

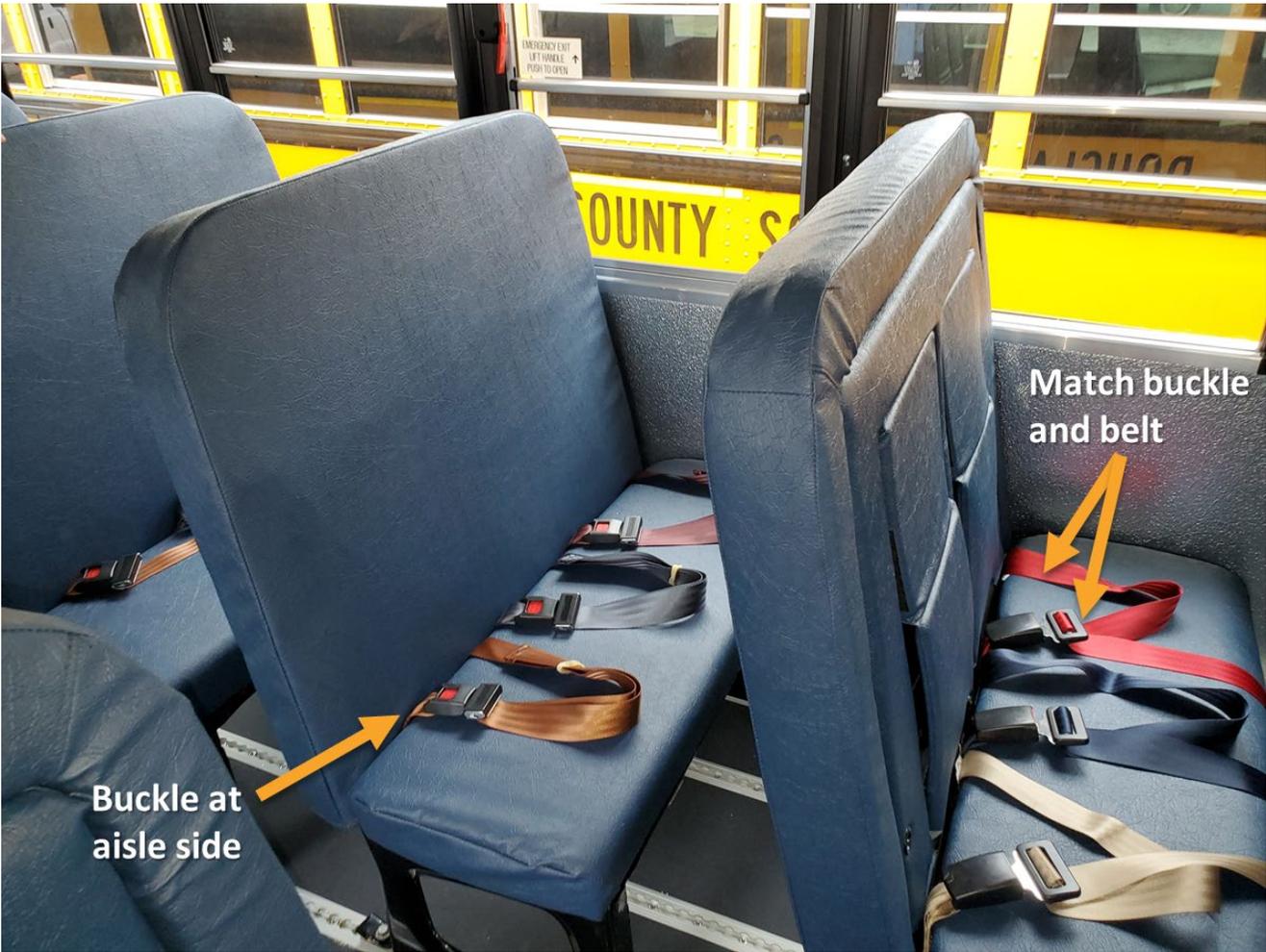


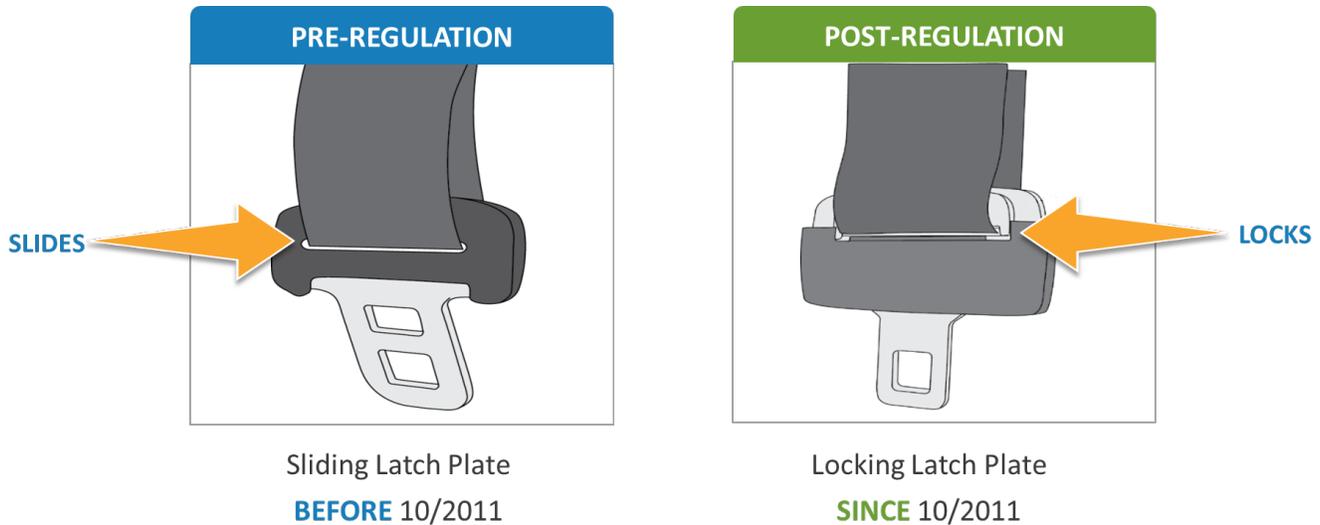
Do not use a row with an emergency exit to install a CSRS.



Place a CSRS next to the window if another child sits on the same bench seat.

SEAT BELTS





MAINTENANCE: CLEAN CSRS PROPERLY

- Refer to the CSRS manufacturer’s instructions before cleaning a CSRS, and strictly follow the cleaning instructions provided.
- Never use any chemicals (including, but not limited to, starch, bleach, alcohol, etc.) when cleaning CSR, unless permitted explicitly by the CSRS manufacturer.
- Most chemicals can weaken the CSRS materials and wash away the flame retardancy which can be harmful to children who use the CSRS.
 - In general, use only mild soap and water to clean plastic, fabric and webbing.
- Rinse soap well and allow to thoroughly dry before reassembly and use.
 - Use only water on buckles.
 - Never use soap or lubricate buckles as this can cause them to malfunction.
 - However, do follow instructions to use water to clean buckles if gunk collects inside.
- Never machine-dry a CSRS harness or other parts made of webbing - air dry only. Most padding must be air dried, too.
- Never iron webbing.

PROGRESS CHECK

- What five steps of CSRS use should always be considered?

- What is the first thing to consider when selecting a CSRS?

Child Passenger Safety on School Buses



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REAR-FACING
CSRS



FORWARD-FACING
CSRS



SCHOOL BUS
CSRS



SEAT BELT



Handout • CSRS with Cam Wraps

WHAT IS A CAM WRAP?

A **CSRS anchorage method** in which strong, adjustable webbing wraps vertically around a school bus seatback (through the seat bight). Webbing that forms a safety restraint for the child is either permanently attached to or hooked onto the cam wrap.

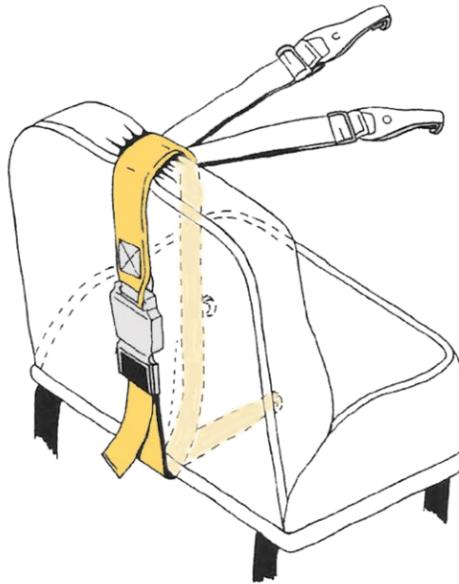


Diagram at right shows a "seat mount" cam wrap with attachment points for a safety vest.

PROS AND CONS OF USING CSRS WITH CAM WRAPS

Cam wraps were made just for school buses, so they have many benefits for usage in this environment. However, there are also a few disadvantages.

PROS

- Lightweight and can easily fit between school bus rows.
- Easy to move and store when not in use.
- Row capacity isn't usually limited. (Most fit three to a 39" bench.)
 - Some may be used on FMVSS 222 seating (if no seat belt or lower anchors needed).
- Some models, in particular safety vests, have features that discourage children from unbuckling and may be an option for children who have behavioral issues.

CONS

- There is no rear-facing option.
- All models seat the child fully upright.
- Most provide no side support for the child.
- Limits the use of the row behind the CSRS to restrained occupants only.

CSRS WITH CAM WRAP—TYPES

Belt Converters	School Bus Only CSRS	Safety Vests
		
<p><i>Belt converter CSRS add upper-body and crotch-strap protection to a lap belt, turning that 2-point form of restraint into a 5-point CSRS.</i></p>	<p><i>School bus only CSRS feature a 5-point harness attached to a seatback and cushion. May be installed on any type of school bus seating; seating need not be reinforced as no seat belt is needed.</i></p>	<p><i>A safety vest is made up of two parts: a closely fitted 5-point vest made of webbing that encircles the body; and a cam wrap seat mount. Safety vests may be used on any type of bus seating; the seating does not have to be reinforced.</i></p>
<p>TYPICAL WEIGHT CAPACITIES¹</p> <p>Minimum: 25, 30 or 31 pounds</p> <p>Maximum: 168 pounds</p>	<p>TYPICAL WEIGHT CAPACITIES¹</p> <p>Minimum: 20 or 25 pounds</p> <p>Maximum: 65 or 90 pounds</p>	<p>TYPICAL WEIGHT CAPACITIES¹</p> <p>Minimum: 20, 31, or 81 pounds</p> <p>Maximum: XS/S—85 or 90 pounds M/L—165 or 168 pounds</p>

¹ Check with manufacturer for age minimums, height limits, and options for custom-made sizing.

REQUIREMENTS FOR CSRS WITH A CAM WRAP USE

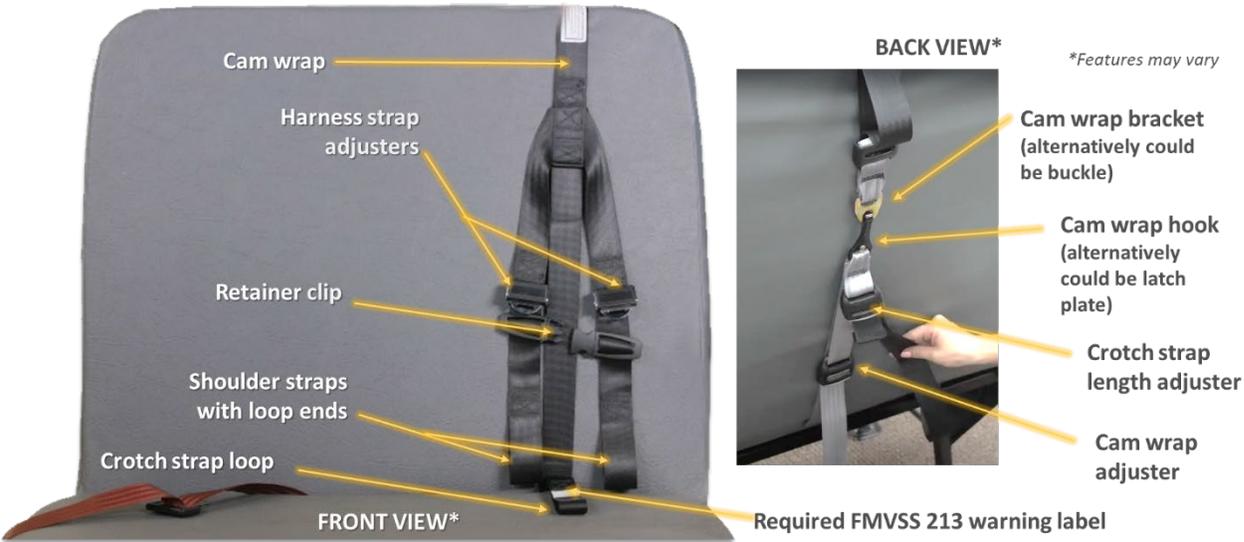
Row Behind



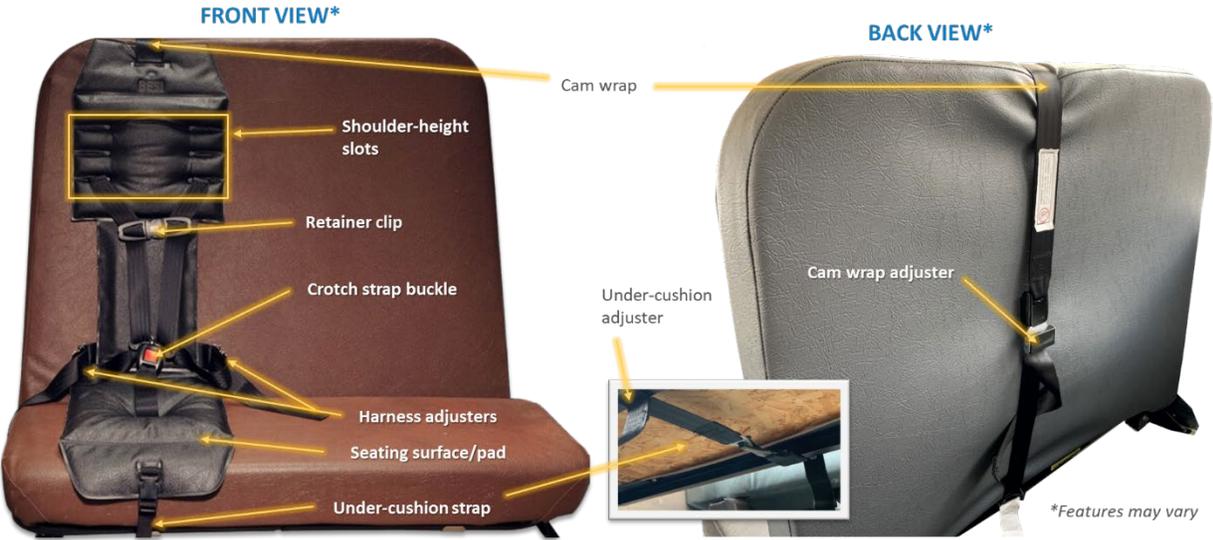
Cam Wrap Label



BELT CONVERTER-PARTS



SCHOOL BUS ONLY CSRS—PARTS (SINGLE CAM WRAP)



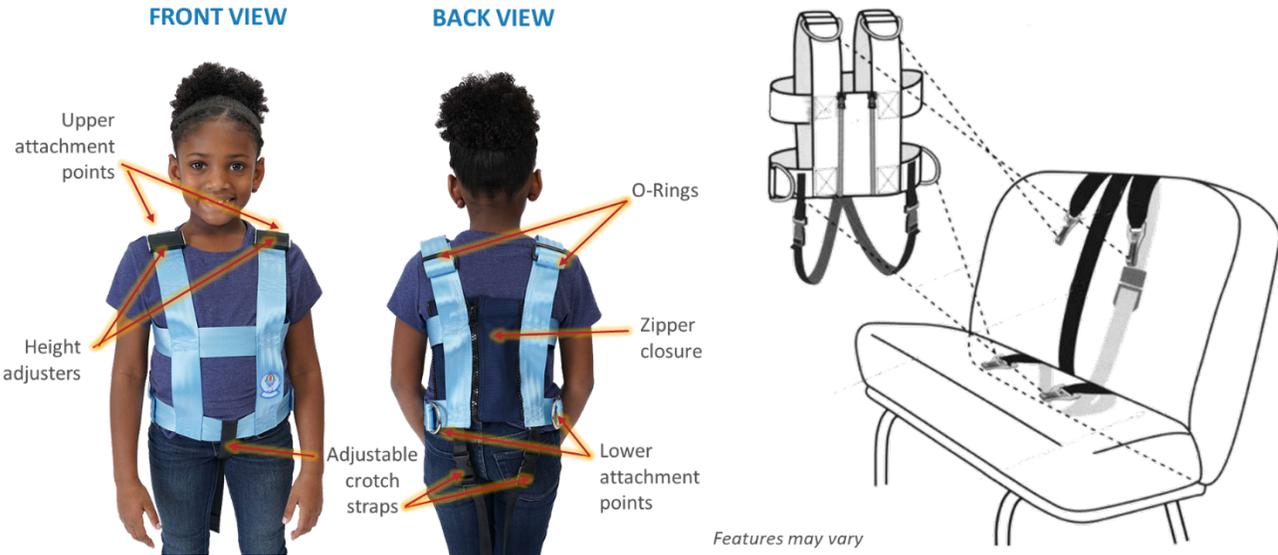
SCHOOL BUS ONLY CSRS—PARTS (DOUBLE CAM WRAP)



SAFETY VEST CSRS—SEAT MOUNT PARTS



SAFETY VEST CSRS—SAFETY VEST PARTS



Child Passenger Safety on School Buses



NATIONAL TRAINING



Handout • CSRS and Students with Disabilities

INDIVIDUALS WITH DISABILITIES EDUCATION ACT

- The **Individuals with Disabilities Education Act** (IDEA) lays the foundation for educational rights of children with disabilities.
- It is through IDEA that children with disabilities are entitled to an IFSP (Individualized Family Service Plan, pre-birth to 3) and an IEP (Individualized Education Program, age 3 to 21).
 - Transportation is legally regarded a “related service” on a child’s IEP. Therefore, all aspects of the law apply to the time a student spends in transport.
 - Since IEP/IFSP are overall education documents, the topic of transportation can be (and too often is) easily overlooked.
- All children with an IEP/IFSP should be given an Individualized Transportation Assessment (ITA) that considers the child’s transportation needs.
- If the ITA finds that any transportation modifications are necessary, an Individualized Transportation Plan (ITP) should be documented as well.
- Some students who need transportation accommodations don’t meet the qualifications under IDEA. These students have rights for transportation accommodations under Section 504 of the Rehabilitation Act of 1973, which protects equal access rights for students.
 - The needs of students with a Section 504 Plan tend to be less involved than those of children who fall under IDEA, but since these students may require transportation accommodations, similar transportation plans should be prepared for these students as well.

AAP POLICY STATEMENT

- American Academy of Pediatrics: School Bus Transportation of Children with Special Health Care Needs:

publications.aap.org/pediatrics/article/141/5/e20180513/37887

NEEDS THAT NECESSITATE THE USE OF CSRS



ADAPTIVE CSRS

The CSRS model shown features extra support including an **abductor**, **wedge**, **body supports**, **height adjusters** and **adjustable head rests**.



WHAT IS RELEVANT TO PUPIL TRANSPORTATION PROVIDERS?

RELEVANT

- ✓ Physical challenges
- ✓ Behavioral, emotional or communication issues
- ✓ Positioning and mobility needs
- ✓ Rescue/quick-relief medications
- ✓ Sensory issues.

NOT RELEVANT

- ✗ A child's complete medical history
- ✗ A child's specific diagnosis
- ✗ A child's family history
- ✗ All medications a child takes

SAFETY VEST FOR BEHAVIOR MODIFICATION

If a safety vest is used for a child for the sole purpose of behavior modification, it is important to demonstrate that the pupil transportation provider has taken this step while respecting the student's right to ride in the least restrictive environment possible.

DO

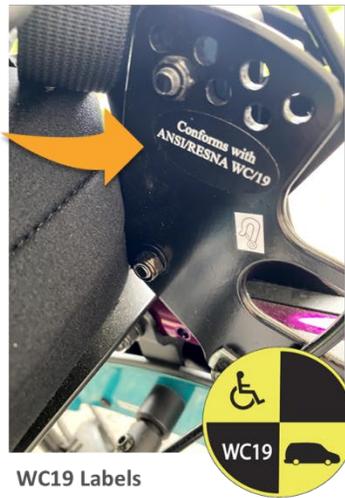
- ✓ Try all other interventions.
- ✓ Stress that safety vests meet FMVSS 213.
- ✓ Reassess needs at a later date.
- ✓ Involve the full IEP/IFSP team.

DON'T

- ✗ Jump immediately to a CSRS.
- ✗ Call them "harness" or "restraint"
- ✗ Make modifications to the CSRS.
- ✗ Decide unilaterally, without input of all IEP/IFSP team members.

WHEELCHAIRS ON SCHOOL BUSES

- Experts, including the American Academy of Pediatrics, note that it is always safer for a child who rides in a wheelchair to transfer to a school bus seat (using an appropriate CSRS) for transit.
- Therefore, whenever possible, the child's transportation plan should indicate that the child should ride in a CSRS whenever possible—that is, whenever the child's size, medical condition, and the capabilities of the bus staff allow it. Staff must be trained to conduct the transfer properly.
- If a wheelchair must be used on the bus, use one that's transit-ready, meeting voluntary standard WC-19, whenever possible.
- WC-19 wheelchairs have been tested to confirm they are crashworthy and have the features shown.



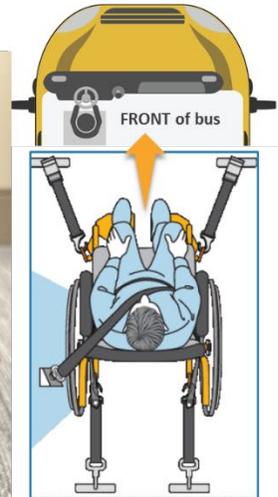
WC19 Labels



Ample openings for occupant restraint system



Securement point label



Four-point securement

ADDITIONAL TRAINING

- **Safe Travel for All Children** is designed to serve as an enrichment course for CPSTs who are interested in learning more about specialty and adaptive transportation.
 - Visit preventinjury.pediatrics.iu.edu for more information.

PROGRESS CHECK

- What information about a child with disabilities is important for a pupil transportation provider to know?

- What are the advantages and challenges of using an adaptive CSRS on a bus?

- What should be considered before using a CSRS for behavioral challenges?

Child Passenger Safety on School Buses



NATIONAL TRAINING



Handout • Serving as a Community Resource

PROVIDING SCHOOL BUS TRAINING AND SUPPORT

CPSTs who have successfully completed the **Child Passenger Safety on School Buses National Training** are able to teach the training. To prepare to teach the school bus course:

- CPSTs should have a solid understanding of the topic area if they opt to deliver the **Child Passenger Safety on School Buses National Training** in the future.
- View the videos available on the [YouTube School Bus Playlist](#) to review the content from this course as well as supplemental topics.
- Respect your limits and seek help from CPSTs who have more experience with pupil transportation when needed.
- It is best practice to include pupil transportation providers on the Instructor Team either as presenters, if they are CPSTs, or as helpers with the hands-on activities. Doing so will help with answering pupil transportation questions during the training.

CONNECT!

Connect with State/IHS CPS Coordinators

- Reach out to your state CPS Coordinator/Training or local Indian Health Service Contact. Let them know that you have completed the **Child Passenger Safety on School Buses National Training** and are willing to serve as a community resource. Find a listing of state coordinators at:

cpsboard.org/state-coordinators

Connect with Pupil Transportation Providers

- If you need help connecting with school districts in your area, the National Association of State Directors of Pupil Transportation Services (NASDPTS) recommends contacting the state director. Visit the following website for an interactive map listing each state director's contact information.

nasdpts.org/State-Director-Map

