NCST changes 2015

1. **All buses shall have either a parking pawl in the transmission or a park brake interlock that requires the service brake to be applied to allow release of the parking brake.**
2. **Buses using hydraulic-assist brakes shall meet requirements of FMVSS 105.**
3. ~~Air brake-equipped buses may be equipped with a service brake interlock. If equipped with a service brake interlock, the parking brake cannot be released until the brake pedal is depressed~~
4. ~~Clutch torque capacity shall be equal to or greater than the engine torque output.~~

 ~~A starter interlock shall be installed to prevent actuation of the starter if the clutch pedal is not depressed~~.

1. CROSSING CONTROL ARM

A. School buses may **shall** be equipped with a crossing control arm mounted on the right side of the front bumper. When opened, this arm shall extend in a line parallel to the body side and aligned with the right front wheel.

B. All components of the crossing control arm and all connections shall be weatherproofed. FAIL

1. **Buses may be equipped with a left side entrance door located immediately behind the driver to be used exclusively for curb side loading/unloading on one-way streets.**

**Buses equipped with a left side entrance door shall have a mirror mounted in the upper right corner of the interior of the bus so as to provide a clear view of the left side entrance door and stepwell.**

1. **Any chassis frame mounted batteries shall be relocated to a battery compartment on Type A buses.**
2. **Buses equipped with an electrically powered wheelchair lift and/or air conditioning shall be equipped with the highest rated capacity alternator available from the chassis OEM.**
3. Buses equipped with an electrically powered wheelchair lift **and/or** air conditioning or other accessories **shall have a minimum alternator output of 240 amps and** may be equipped with a device that monitors the electrical system voltage and advances the engine idle speed when the voltage drops to, or below, a pre-set level.
4. All wiring shall conform to current applicable recommended practices of the Society of Automotive Engineers (SAE). **SAE J1292 Jan 2008 Edition of the Standard. FAIL**
5. All wiring shall conform to current SAE standards **J1292 Jan 2008 Edition of the Standard FAIL**
6. The color of the cables shall correspond to SAE J1128 **Oct 2013 Edition of the Standard,** *Low-Tension Primary Cable*. FAIL
7. The upper portion of the emergency door shall be equipped with approved safety glazing, the exposed area of which shall be at least 400 square inches. **If installed** T **the** lower portion of the rear emergency door, **or if the entire door is glass,** on Types A-2, B, C and D vehicles **the glass** shall be equipped with a minimum of 350 square inches of approved safety glazing.

There shall be no steps leading to an emergency door except on Types C and D all-wheel drive buses.

1. The tailpipe shall exit to the left or right of the emergency exit door in the rear of the vehicle or to the left side of the bus in front of or behind the rear drive axle. **The tailpipe may extend through the bumper.** The tailpipe exit location on all Types A-1 or B-1 buses may be in accordance to the manufacturer’s standards. The tailpipe shall not exit beneath any fuel filler location, emergency door or lift door.