



April 2017

Dear PSBA Members, PTAP Members and IU Directors of Transportation:

The Pennsylvania School Bus Association (PSBA) is once again proud to sponsor the 41st Annual PA School Bus Safety Competition. The Safety Competition will be held Friday June 23 and Saturday June 24, at the Mt. Nittany Middle School, in State College, PA.

Each Intermediate Unit is permitted to register ten (10) contestants for competition. Please monitor this closely from your IU area. A copy of the Entry Application and Contestant Biographical form have been enclosed for drivers to complete and return to our staff **by June 8, 2017**. Please make additional copies to distribute to qualified contestants. You can also download the application and other competition information from the PSBA website at www.paschoolbus.org. A fifty dollar (\$50) per driver registration fee should accompany each entry application. Application and Registration fee should be made payable and mailed to **PA School Bus, 623 North Broad Street, Lansdale PA 19446**.

This year, drivers will have the choice of competing in either a conventional or transit bus. Contestants must choose which class of bus on the enclosed application. There will be no substitutions or switching from one class to another at the registration on June 23. Participants will be expected to arrive at the registration area at the middle school, by 6:00 p.m. on Friday, June 23, 2017 for registration, orientation, and the Safety Competition written examination. The driving skills exercise will begin at 6:45 a.m. on Saturday, June 24.

A luncheon for the drivers and their guests will be held in the cafeteria at the same site as the competition. Guest Luncheon Tickets are \$18 per person. Contestants should indicate the number of guests and the names of guests that will be attending and include full payment with their entry application. Tickets for the luncheon will not be sold at the door. If you plan to bring a guest(s), their lunch ticket must be paid for in advance.

Your cooperation would be greatly appreciated in organizing your drivers and assisting in the completion of their applications. Thank you for your help in making this an outstanding competition. We look forward to seeing you on the course!

Please contact the following if you have any questions or require additional information:

Dallas Krapf, Safety Competition Chairman (610) 594-2664
Shawn McGlinchey, Committee Member (610) 594-2664 x 2303
Mike Berk, Executive Director, PSBA (717) 975-1951, x.500

PSBA Business Office | 623 North Broad Street | Lansdale, PA 19446
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41st ANNUAL
PENNSYLVANIA SCHOOL BUS DRIVER
SAFETY COMPETITION
June 23 & 24, 2017



Driver Rules, Regulations & Information

Mount Nittany Middle School
State College, Pennsylvania

Sponsored by



INTRODUCTION

Safety Competitions have proven to be one of the most effective instructional tools to improve a person's driving skills. The State School Bus Drivers Safety Competition emphasizes the following objectives:

1. To motivate reinforcement of learning and implementation of good practices involved in superior job performance as a school bus driver.
2. To recognize excellence and provide for demonstration of the skills and responsible performance of the demanding job of the school bus driver.
3. To develop public awareness of the skills and responsibilities involved in the job of a school bus driver.
4. To encourage communication between drivers to share awareness and experience.

GENERAL INFORMATION

The 41st Annual State School Bus Driver Safety Competition will be held on Friday June 23 and Saturday June 24, 2017, at the Mount Nittany Middle School in State College, PA. Only ten (10) contestants, from each Intermediate Unit can compete. If more than ten (10) register within one Intermediate Unit, the Safety Competition Committee will determine the ten (10) contestants.

There is a \$50 registration fee per contestant which includes the cost of the awards luncheon. Payment is to be remitted with contestant's Application. Contestants will be responsible for their travel and lodging expenses. The written test and driving test will be conducted at the Mount Nittany Middle School.

The information available in this booklet is designed to serve as a guide in the preparation of contestants for the State School Bus Driver Safety Competition. It is suggested, though not required, that contestants be selected by competing in local or Intermediate Unit competitions prior to entry in the State Safety Competition.

PROCEDURES

Contestants will be assigned a number, by random drawing, when registering. Contestants will be expected to drive in that order, unless the judges rule otherwise.

Registration for all contestants will be held from 6:00 p.m. to 6:45 p.m. on Friday, June 24, in the lobby of the Mount Nittany Middle School. Safety Competition orientation and written test will follow registration (see Schedule of Activities).

LATE ARRIVAL WILL DISQUALIFY A CONTESTANT!

When registering, each contestant will be required to show the following current documents:

- a. Class A, or B with P and S endorsements
- b. Current School Bus Driver Certificate (S endorsement card)
- c. Current Physical Card, with valid physical date

THERE IS NO EXCUSE FOR NOT HAVING THE CORRECT DOCUMENTS. DRIVERS WHO DO NOT HAVE CURRENT CORRECT DOCUMENTS WILL BE DISQUALIFIED. THERE WILL BE NO EXCEPTIONS. PLEASE HAVE CARDS CHECKED BY YOUR SUPERVISOR PRIOR TO TRAVELING TO PENN STATE.

All contestants must report by 6:45 a.m., Saturday, June 24, to The Mount Nittany Middle School parking lot for instructions on driving skills requirements. Actual skill driving phase will start immediately thereafter. Contestants must stay on property until called for competition.

Any driver who knowingly accepts signals from spectators will automatically be disqualified.

In all driving events, bus doors must be kept closed unless rules and regulations of a particular Safety Competition event require they be opened. It will be assumed that the driver has pupil passengers on board throughout the contest, and therefore, must conduct him/herself accordingly. Demerits will be assessed any time the door is opened during operation of the vehicle.

Each contestant will be required to maintain a proper driving position except when Safety Competition rules and regulations require the contestant to leave the seat of the vehicle. Proper driving position is being firmly in the seat with feet firmly on floor or on controls. A contestant will not be permitted to put his/her head out of the bus window. Seat belt must be worn and snugly fastened during the competition. Demerits will be deducted from total score if belt is not properly fastened.

These contest rules will apply even though they may differ from rules and regulations under which the driver normally operates.

Contestants will be placed on their honor not to assist each other in any way. In the interest of fair play and good sportsmanship, contestants should not discuss the bus defects with each other or even with spectators. This could result in a total disqualification.

The bubble of the tire is the part of the tire for measuring on parallel, curb-line, back-up, and controlled right turn. Location and size of course area will help determine length and/or entrance for the events. The turning radius of the buses being used will also determine the length of events.

Winners will be announced after the Lunch on Saturday, June 24, following the driver competition. Each contestant will receive a certificate of participation. Awards will be presented to the top ten contestants receiving the most points in that order in the conventional class and the top five contestants receiving the most points in that order in the transit class. Awards will be presented to the first, second and third place IU teams. The IU teams shall consist of the top ten (10) drivers in that IU.

GRIEVANCE PROCEDURE - Only contestants may file a grievance during any portion of the contest. The Grievance Committee will review each grievance. The committee's decision will be final.

TIE - In the event of a tie, the tie will be broken by totaling the first four (4) driving events if the contestant is involved in the tie. If a tie still exists, the fifth driving event will be considered, etc.

Each contestant should very carefully read all the instructions in this booklet. These instructions explain what will be expected in each phase of the Safety Competition activities.

SUMMARY OF POINTS PER EVENT AND TOTAL POSSIBLE POINTS

<u>EVENT</u>	<u>POSSIBLE POINTS</u>
Written Examination	100
Starter/Stop Line & Simulated Bus Stop	50
Offset Alley	50
Diminishing Clearance	50
Railroad Crossing	50
Straight Line	50
Controlled Right Turn	50
Back Up	50
Parallel Parking	50
Curb Line Park	50
Height Judgment	15
Physical & Verbal Vehicle Inspection	50
TOTAL POSSIBLE POINTS	615

WRITTEN TEST

MAXIMUM SCORE - 100 points

PURPOSE OF THE EVENT: There are many rules and regulations with which a school bus driver must become familiar with which he/she must faithfully observe. These laws, rules, and regulations were established as a result of years of study and experience. The purpose of this test is to determine the extent of the contestant's familiarity with these important guidelines of safe driving.

INSTRUCTIONS: The contestant will receive a test booklet consisting of fifty (50) questions. The contestant will choose the best answer and mark his/her answer sheet accordingly. Contestants must print legibly and clearly on the answer sheet.

A forty-five (45) minute time limit is given to complete the test.

SCORING: For each correct answer the contestant is awarded (2) points. All questions were compiled by PennDOT from the following publications:

1. Pennsylvania School Bus Driver's Manual, PennDOT Publication #117
2. Pennsylvania Driver's Manual, PennDOT Publication #95
3. Pennsylvania Consolidated Statutes, Title 75, Vehicle Code
4. Pennsylvania Commercial Driver's License Manual, Publication #223
5. Pennsylvania Transportation Code, Title 67

All answers were determined by information found in the above publications.

STARTER/STOP LINE & SIMULATED SCHOOL BUS STOP

MAXIMUM SCORE - 50 points

PURPOSE OF THE EVENT: To determine the contestant's depth perception, ability to use crossview mirrors, and the ability of the driver to bring the bus to a smooth, complete stop while in the process of picking up or discharging students.

INSTRUCTIONS AND SCORING: A stop line, four feet (4') long, will be established at the end of a straight line. The contestant will be expected to bring the bus to a complete stop as close to the stop line as possible and adjacent to the school bus stop sign. Only one stop should be made. Demerits will be given for more than one stop. Demerits will also be given if headlights are not on and if personal appearance is not acceptable. Inappropriate appearance would include: flip-flop sandals, cut-off jeans, "macho" tee-shirts, etc.

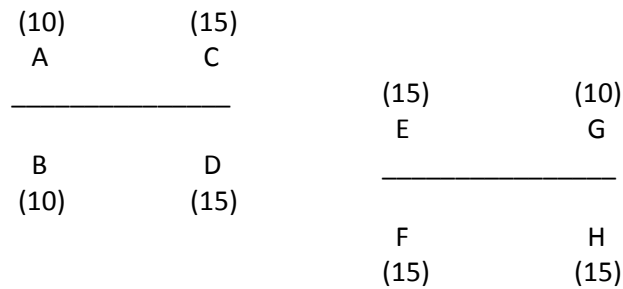
OFFSET ALLEY

MAXIMUM SCORE - 50 points

PURPOSE OF THE EVENT: This event is designed to evaluate the driver's ability to handle the bus under actual or simulated driving conditions. An offset alley is set up to determine the contestant's ability to drive the bus through two offset lanes with a minimum of hesitation and without touching barriers.

INSTRUCTIONS: Two sets of parallel barriers are set up ten feet (10') apart. The right hand barrier of the first set is placed in a direct line with the left hand barrier of the second set. The distance between the two sets of barriers (from the end of the first set to the beginning of the second set will be the length of the bus plus approximately three feet (3') depending on the bus used.)

SCORING: Five (5) demerits will be giving for each instance of stopping the forward motion of the bus while proceeding through the offset alley. Fifty (50) demerits will be given each occurrence the contestant opens the door while the bus is in motion. The contestant will be disqualified (50 demerits) if the bus is backed up at any time during the event.



DIMINISHING CLEARANCE

MAXIMUM SCORE - 50 points

PURPOSE OF THE EVENT: In this event the driver is required to drive the bus in a straight line with diminishing clearances, and also to drive in a smooth, continuous manner.

INSTRUCTIONS: For purpose of conducting this event, four (4) pairs of parallel standards will be set up; each pair of standards parallel one to the next. The distance between each pair of standards will be approximately twenty-five feet (25'). The width of each pair will vary as follows:

1. At the start of the event the width of the first pair of standards will be equal to the widest part of the bus plus eight inches (8").
2. The width of the second pair of standards will be as above except plus six inches (6").
3. The width of the third pair of standards will be as above except plus four inches (4").
4. The width of the fourth pair of standards will be as above except plus two inches (2").

The driver will be expected to proceed through this lane in a smooth and continuous manner without touching any of the marker standards.

RAILROAD CROSSING

MAXIMUM SCORE - 50 points

PURPOSE OF THE EVENT: To evaluate the driver's degree of care and knowledge of laws, rules and regulations required to operate a school bus across railroad tracks.

INSTRUCTIONS: A simulated railroad crossing will be established. Layout will be as follows:

1. A simulated roadway that crosses a parallel set of tracks
2. A railroad crossing sign will be placed in the position at right side of roadway

SCORING: Everything required of a driver will be judged from the time the contestant approaches the crossing until he/she reaches the other side of the crossing. Driver will be checked on use of mirrors, stopping bus, opening door, checking traffic, driving across railroad tracks, etc. While most violations charged in this test are violations of fixed laws and regulations, some are based on generally good, acceptable, safe driving procedures.

STRAIGHT LINE

MAXIMUM SCORE - 50 points

PURPOSE OF THE EVENT: To determine the driver's ability to maneuver the wheels of the school bus over a straight path of given width.

INSTRUCTIONS: The wheels of the bus must travel the path without striking or moving the markers with any wheel. The bus must be operated in a continuous forward motion. The distance between the markers is the width of the dual wheels plus three inches (3"), the bubble of the tire is the tire. The total distance of event depends on the amount of space available.

SCORING: Points will be deducted for stopping during the event, touching or knocking the marker off, backing during the event, or driving to either side of the markers.

CONTROLLED RIGHT TURN

MAXIMUM SCORE - 50 points

PURPOSE OF THE EVENT: This event is designed to determine a driver's proficiency in judging the distance and handling of a bus in making a right hand turn at a street intersection.

INSTRUCTIONS & SCORING: Scoring will be based on the method in which the driver enters and recovers from the turn. If any tire touches the curb line at any time during this test, 50 demerits will be charged. If the right edge (the visible edge) of the right rear tire (outside tire on dual wheels) is completely within a demerit zone, the appropriate demerits will be made. In order to warrant a demerit score, the color of the demerit stripe shall be visible to the curb-side judge while the tire is completely within the demerit zone. For scoring purposes, only that portion of the tire tread that actually is in contact with the ground will be judged. Demerits increase in value as the position of the right rear outside tracking wheel moves in a wider arc throughout the turn. Fifty (50) demerits shall be charged if the driver fails to activate the right turn signal.

BACK-UP

MAXIMUM SCORE - 50 points

INSTRUCTIONS AND SCORING: Each stall (to back into) is identified by parallel lines on the pavement ten feet (10') apart. Each front corner will be marked by upright standards that will not interfere with the backing of the bus. In order to limit the driver to established maneuvering room, the front wheel limitation line will be placed on the pavement perpendicular to the parallel stall marker lines. The approach to the backup stall will be made from the side only. The distance from the front stall standards to the wheel limitation line will be no more than fifty feet (50').

The driver will be permitted two (2) backups before demerits will be charged for excessive backing. Six (6) demerits will be given for each instance of backing more than twice. Upon completion of the event, the bus should be parked as nearly in the center of the stall as possible. Two demerits will be given for each inch, or fraction thereof, the bus is off the center line. Centering will be determined by the relationship of the center of the front and rear bumpers to the center of the stall, but with only the single greatest distance off center (front or rear) being used to compute demerits. Ten (10) demerits will also be given for each six inches (6"), or fraction thereof that the bus is parked in excess of one foot from the rear barrier. Contestant will notify judge by sounding the horn upon completion of the event.

If the driver opens the door while proceeding through the event demerits will be given.

A THREE (3) MINUTE time limit is placed on this event. If the time limit is exceeded, fifty (50) demerits will be given.

PARALLEL PARKING

MAXIMUM SCORE - 50 points

PURPOSE OF THE EVENT: This event is designed to evaluate the driver's ability to park the bus parallel to a curb without touching barriers placed at both ends of the parking area, without touching the curb and the vehicle parked within 20 inches of the curb. It is also designed to judge the contestant's ability to drive the bus out of the parking area without touching the barriers or the curb. Measurement will be taken at the rear duals on all vehicles. On conventional buses front measurement will be taken in front of the service door. On transit buses the front measurement will be taken at the front wheels.

A measurement will be made to determine how close the bus is parked to the curb line, and for determining the number of demerits to be charged (five (5) demerits for each five inches (5") beyond the first five inches from the curb). This is a timed event. The driver is allowed three (3) minutes from the time the front bumper of the bus first passes the rear barrier on approach. The driver must have the bus parked and sound the horn within the three (3) minute limit. Normally the distance is the bus length plus 7 feet.

SCORING: Scoring will be based on the method in which the driver enters and exits a stall.

Backing In: The driver will be permitted to back up twice before demerits are charged. (5 demerits for each instance of backing more than twice) Fifty (50) demerits for the first instance of touching curb with the tire.

Pulling Out: The contestant will be permitted to back up twice before demerits are charged. (5 demerits for each instance of backing more than twice). Fifty (50) demerits for first instance of touching the curb with the tire. Demerits will be charged for failure to use directional signal and failure to cancel signal.

CURB LINE PARK

MAXIMUM SCORE - 50 points

PURPOSE OF THE EVENT: To test the skills of the driver to make a loading or unloading maneuver that requires pulling into a curb parking zone that has a limited distance.

INSTRUCTIONS AND SCORING: The event will set up to simulate a limited curb length between other parked vehicles. The loading area will be marked by barriers which will be spaced 2 times the length of the bus. The contestant must pull into the curb and pull out without backing up.

The contestant will be judged on the use of right turn signal when pulling in and the left turn signal when pulling out. Proper use of mirrors will also be judged. The 5-point mirror check should be made. The contestant will be scored at both rear tire and service door entry. You are scored on the farthest away from the curb. A measurement will be made at the area to determine how close the bus is parked to the curb line. The contestant must place the bus in neutral, apply park brake and sound the horn.

HEIGHT JUDGEMENT

MAXIMUM SCORE - 15 points

PURPOSE OF THE EVENT: To determine the contestant's ability to judge overhead clearances on both sides of the top of the bus.

A conventional bus will be stationary, approximately fifteen feet (15') from the underpass standards. The driver will direct the judge to raise the underpass standard until, in the driver's determination, the exact height to clear the bus under the underpass is reached.

SCORING: Scoring for this event is three (3) points for each two inches (2") from the exact measurement where the bus will clear.

VEHICLE INSPECTION

MAXIMUM SCORE - 50 points

PURPOSE OF THE EVENT: This event is designed to evaluate the contestant's efficiency in conducting such an inspection.

INSTRUCTIONS AND SCORING: This test is divided into two (2) categories; the first being an evaluation of the systematic manner in which the contestant makes the inspection, and the second being a judgment of the driver's ability to make complete physical inspection of the bus. This includes checking under the hood, the general condition of the bus interior, all glass, seats, first aid kit, mirrors, windshield wipers, emergency exit, entrance door, air and tires, and general exterior.

Conventional buses will be used. A time limit of six (6) minutes will be allowed for each contestant. If any reasonable assistance is need in checking the bus, the judge will assist in any way that does not violate the spirit of the test.

Contestants will inform the judge verbally concerning the items they feel are defective. There will be five (5) defects on the vehicle that should be discovered by the driver on the daily check. Unless instructed otherwise, the vehicle is not to be started. Judge will tell contestant "one minute until time is up."

If there needs to be any backing of the school bus in any event for alignment, the contestants will be told on Saturday morning during the walk-around at 7:00 a.m. Drivers and Judges will be told the limitations on how far a contestant can back up.

SCHOOL BUS SPECS:

CONVENTIONAL

Year: 2018

Make: Thomas

Model: C2

passengers (capacity): 81 p

Length of Bus: 39' 9"

Diesel

Types of mirrors: Rosco – open view

Door Control: Air Door

TRANSIT

Year: (2) 2016; (2) 2017

Make: Blue Bird

Model: All American's

passengers (capacity): 72 p

Length of Bus: 36 feet

Diesel

Types of mirrors: Rectangle/Split Adj.

Door Control: Air Door

41ST Annual PA School Bus Driver's Safety Competition

Contestant Biographical Information

IU # _____

District or Contractor Name: _____

Contestant # _____
(will be assigned on Friday)

Please answer the following questionnaire. This information will be used by the announcer when you are called to begin your skills event.

Name _____ Age/DOB: _____ Male ☐ Female ☐

Home Address: _____

of years as bus driver: _____ Years Accident Free: _____

Spouse: _____ # of Children: _____ # of Grandchildren: _____

Hobbies & Interests: _____

Is this your first safety competition? YES NO # that you have competed in _____

Awards/Recognition _____

Comments from Employer _____

Why do you like being a professional school bus driver (something we can announce on the PA system)?

Please complete this section if you will be bringing guests to the luncheon (feel free to use another sheet if needed)
Please include \$18 for each guest for lunch. Tickets will not be sold at the door this year. All meals must be paid for in advance. Checks should be made payable to **PA School Bus Association**. Lunch Tickets can be picked up during Registration on Friday Evening. **Deadline: June 8, 2017**

Name of guest (s)

For office use:

Date _____

Check # _____

Total \$ _____

Total Number of Guest Lunch Tickets _____ @ \$18 = \$ _____
Registration Fee \$ 50.00

Total Amount Enclosed (payable to PA School Bus Safety Competition) \$ _____