To:

Transportation Supervisors
Secretary-Treasurers
Superintendents

The School Bus Evolution

The conventional yellow school bus has been around for a number of years. There was a time when Superior and Sheller Globe manufactured school buses in Morris, Manitoba. Some might say those were the "not so good old days" if you recall the problems encountered with the Superior brand name product.

Back in 1927, Blue Bird built its first school bus body on a Model T Ford chassis - state of the art at the time - and like the school bus manufacturers of today, it vied for the school bus business. As the school bus evolved, so did the establishment of safety standards. The Canadian Motor Vehicle Safety Standards (CMVSS) and the Canadian Standards Association (C.S.A.) standards were developed to ensure that all manufacturers built school buses to the same level of safety. Currently, CMVSS and C.S.A. D-250 must be incorporated in the construction of all new school bus vehicles.

Today, we have the integrated school bus where body and chassis are built by the same manufacturer. The International IC school bus, the Blue Bird Vision school bus, and the Thomas Saf-T-Liner C2 school bus are all integrated vehicles which, according to each manufacturer, are the best of the best in the school bus industry.

The school bus has evolved as the safest mode of transportation available - eight times safer than any other vehicle. The school bus industry has achieved an excellent safety record in the past century. Modern technology can and will improve school bus safety in the years to come.
School Bus Driver Alert Sign
- Pilot Project -

Four school divisions have agreed to participate in the above-noted pilot project. Preliminary testing by one school division has indicated that the Transpec driver alert sign has significantly reduced the number of "don't pass law" violators. In order to obtain more information on the effectiveness of the driver alert sign, the pilot project has been expanded.

A description of the driver alert sign and its functions is provided in Appendix A.

2003 School Bus Order

The pilot model review of the Thomas/Freightliner school bus unit was completed in mid-December. Production of the 2003 school bus order is scheduled for January 2004. New Thomas/Freightliner school buses are expected to arrive in Winnipeg during January and February.

It should be noted that Thomas/Freightliner have indicated that vehicles manufactured as of January 2004 are 2005 model year units.

2004 School Bus Order

In January 2004, school divisions will be invited to participate in the school bus central tender purchase. The School Bus Central Tender Purchase Committee (CTPC) has met to finalize the new school bus specifications. The committee will be meeting with school bus manufacturers in January 2004, and we anticipate going to tender in February.

2004 School Bus Maintenance Seminar

The School Bus Maintenance Seminar will be held March 30th - 31st at Crocus Plains Regional Secondary School in Brandon, and April 1st - 2nd at Kildonan East Collegiate in Winnipeg.

More information will be provided once the presenters have been confirmed.

School Bus Driver Instructor’s Seminar

Tentative dates for the three phases of the School Bus Driver Instructor’s Seminar are as follows:

Phase I - February 24 - 26, 2004
Phase II - March 9 - 11, 2004
Phase III - To be announced

Anyone interested in completing all three phases of this program should contact the Pupil Transportation Unit office in Winnipeg at 945-6900 or in Rivers at 328-5402.

International DiamondLife Brakes Recall

In October 2003 the International Truck and Engine Corporation issued an interim notice for a safety recall of the Bosch DiamondLife Zero Offset Pin Slide hydraulic disc brake system.

A copy of the recall letter is provided in Appendix B.
WHAT'S NEW ON THE WEB?

Listed below are three websites that may be of interest to you.

- c2thefuture.com
- internationaldelivers.com or www.ic-corp.com
- blue-bird.com

Manitoba Regulation 465/88R - The School Buses Regulation can now be accessed through the Pupil Transportation Unit’s website at www.edu.gov.mb.ca/ks4/ptu. The link “Regulations” can be found in the top right hand corner of the home page.

From all of us at the Pupil Transportation Unit...

Best Wishes For The Holidays and All The Best In 2004!!
Alternates between “Caution” and “Stopping” when amber pre-warn lights activated.

Alternates between “Stop” and “Do Not Pass” when red loading lights activated.

The Transpec Driver Alert™ Model 7500 shown with alternating flashing “Caution Stopping” message.
INTERIM NOTICE FOR SAFETY RECALL 03502
AVIS INTÉRIMAIRE RELATIF AU RAPPEL DE SÉCURITÉ 03502

October 2003/ Octobre 2003

Dear International Truck Customer:

International Truck and Engine Corporation has notified Transport Canada of a safety defect that may involve certain bus models built from 4/1/1997 through 12/31/2002 with the Bosch DiamondLife™ Zero Offset Pin Slide hydraulic disc brake system. The brake system may experience calipers sticking in the applied position. When undetected, this condition may result in premature brake component wear, excessive or abnormal heat generation at one or more of the wheel ends, or a wheel end fire.

Once the final population and remedy have been determined, you will be notified of the actions you should take to ensure your vehicle is repaired.

If it is determined that you are NOT involved in this recall, you will NOT receive any further notification.

We appreciate your patience and cooperation regarding this campaign and apologize for any inconvenience this may cause.

Cher client de Camions International,

La société International Truck and Engine Corporation a avisé Transports Canada au sujet d'un défaut pouvant avoir une incidence sur la sécurité, impliquant certains modèles d'autobus construits au cours de la période du 1er avril 1997 au 31 décembre 2002, qui sont pourvus de freins à disque hydrauliques de marque et de modèle Bosch DiamondLife™ Zero Offset Pin Slide. Ce système de freinage peut comporter des étriers qui se grippent en position de serrage. Cet état, lorsque non détecté, peut donner lieu à l'usure prématurée des composants des freins, à une génération de chaleur excessive ou anormale au niveau de l'un ou plusieurs moyeux de roue, ou à la prise en feu du ou des moyeux de roue.

Une fois que les véhicules touchés et que les mesures correctives auront été déterminées, vous serez avisé des mesures à prendre pour vous assurer que votre véhicule est réparé.

S'il est déterminé que votre véhicule n'est PAS visé par ce rappel, vous ne recevrez AUCUN AUTRE avis.

Nous vous sommes reconnaissants de votre patience et de votre bonne collaboration dans le cadre de cette campagne, et nous regrettons tout inconveniant que cela pourrait vous occasionner.