**Section 436.APPENDIX C Bumper, Rear through Drive Shaft Guard**

a) BUMPER, REAR

PROCEDURES/SPECIFICATIONS:

The rear bumper shall be channel-type cross section with the top edge at least 8.86 inches (22.5 cm) above the bottom edge. The bumper shall be formed from rolled steel at least .18 inch (.455 cm) thick, and shall wrap around the rear corners of the body to a point at least 11.8 inches (29.97 cm) forward of the rearmost point of the body at floor line. The rear bumper shall be attached to the chassis frame with provisions for removal by means of commonly available hand tools and the prevention of hitching to or riding on. The rear bumper shall be of sufficient strength to permit the MFSAB being pushed by another vehicle without permanent distortion.

REJECT VEHICLE IF:

Rear bumper does not meet requirements. Bumper is not solidly attached. Sharp edges are present. Rear bumper is hitchable.

b) CERTIFICATION LABEL (FEDERAL)

PROCEDURES/SPECIFICATIONS:

The manufacturer's label must contain the following information:

1) Name of vehicle (MFSAB) manufacturer and the month and year in which manufacture of the vehicle was completed;

2) Name of incomplete vehicle (chassis) manufacturer and the month and year in which it performed the last manufacturing operation on the incomplete vehicle;

3) Gross vehicle weight rating or ratings (GVWR);

4) Gross axle weight ratings (GAWR);

5) The statement, "This vehicle conforms to all applicable federal motor vehicle safety standards in effect in (month/year)";

6) The vehicle identification number (VIN);

7) The vehicle's classification (MFSAB). (See 49 CFR 567.5.)

The certification label may be supplemented by an alterer's certification. A certified vehicle might have been altered before its purchase for use as an MFSAB. The alterations may have included, but are not limited to, classification changes, gross weight rating changes, or changes to the application/effective date of an FMVSS. If any such alteration occurred, the MFSAB must carry an additional federal label that identifies the alterer, shows when alteration was completed, "as altered" GVWR, GAWR and classification (if changed). It must also state that the altered vehicle conforms to all applicable FMVSS in effect in (month/year). (See 49 CFR 567.7.)

REJECT VEHICLE IF:

A required label is absent, defaced, destroyed, not riveted, or not permanently affixed. "Permanently affixed" means the label cannot be removed without destroying or defacing it.

A certification label does not contain the required statement and all other information required for that label.

c) CHILD CHECK SYSTEM

If a mechanical or electronic child check system is installed, the system shall require that, when the driver turns off the vehicle's ignition system, the vehicle's interior lights must illuminate to assist the driver. (See Section 12-816 of the Illinois Vehicle Equipment Law.)

AGENCY NOTE: A manual child check system may be utilized by the MFSAB owner.

REJECT VEHICLE IF:

A mechanical or electronic child check system is installed but the interior lights are not illuminated when the ignition is turned off or to the "accessories" position.

d) COMMUNICATION DEVICE

PROCEDURES/SPECIFICATIONS:

An MFSAB must contain either a cellular radio telecommunication device (i.e., cell phone) or an operating two-way radio while the MFSAB driver is in possession of the MFSAB.

Verify either a cell phone or a two-way radio is operating and can be turned on.

Exception: If neither a cell phone nor a two-way radio is present on the MFSAB at the time of inspection, documentation on district or company letterhead must be present indicating the communication device requirement is being met by the use of a cell phone that is not present at the time of inspection.

REJECT VEHICLE IF:

The two-way radio or cell phone does not operate; or

Two-way radio or cell phone is not present and no documentation is provided indicating the communication device requirement is being met by the use of a cell phone.

e) CROSSING CONTROL ARM

PROCEDURES/SPECIFICATIONS:

The crossing arm must meet the following:

1) Must be wired to the opening and closing of the service entrance door.

2) Must be capable of full operation between, and including, the temperatures -40° F and 160° F.

3) The arm, when activated, must extend a minimum of five feet from the front face of the bumper.

4) The arm must be mounted on the far right side (entry side) of the front bumper.

5) Appropriate brackets shall be used to attach the arm to the front bumper for proper operation and storage. The arm must stay at the same level as the front bumper and must not "dip" below the front bumper.

6) All component parts must meet or exceed any applicable federal motor vehicle safety standards in effect at the time of manufacture.

7) The arm must extend at the same time the service door opens. An independent "on/off" switch is prohibited.

8) If the driver can stop the arm from extending with the use of an optional override switch, the arm sequence must automatically reset once the service door is closed.

9) Red lights and/or red reflectors are prohibited.

REJECT VEHICLE IF:

Crossing control arm does not meet requirements.

f) DASH

 PROCEDURES/SPECIFICATIONS:

The dash area below the windshield must be free of all obstructions. This includes, but is not limited to, two-way radios, GPS systems, pencil holders, decorations, or any other obstacle that may obstruct a driver's field of view.

 REJECT VEHICLE IF:

 Any obstruction is on the dash below the MFSAB windshield.

g) DEFROSTERS

PROCEDURES/SPECIFICATIONS:

Using heat from heaters and circulation from fans, defrosting equipment shall keep the windshield, the windows to the left of the operator, and the glass in the service door clear of fog, frost, and snow. Must conform to federal standard 49 CFR 571.103.

(Auxiliary fans are not considered to be a defrosting and defogging system.)

REJECT VEHICLE IF:

Defrosting system does not function properly.

Auxiliary fans are not securely mounted or blades are not protected.

h) DRIVE SHAFT GUARD

PROCEDURES/SPECIFICATIONS:

Shall be of sufficient strength to protect each segment of the drive shaft and prevent it from going through the floor or dropping to the ground if broken.

REJECT VEHICLE IF:

Drive shaft guard is missing, not firmly attached, or does not properly protect each segment of the drive shaft.

(Source: Amended at 37 Ill. Reg. 6823, effective May 3, 2013)