

# 925 Driver/Vehicle Update

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**Arizona Student Transportation  
Advisory Council**

# Overview

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- ▶ Training Comments and Recommendations





# 925 Vehicle Operations

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# Railroad Crossings and Student Stops

For 925 Vehicles, specifically approved Type A and B school buses, is placing the vehicle from (D)rive into (P)ark, acceptable, or should the foot or hand brake also be applied?

Discussion that placing the vehicle in Park is acceptable, and the redundancy of including the vehicle's parking brake was not necessary.

Recommendation that these steps should be included in Article 3 outlining braking procedures, similar to R13-13-104.B.2.

“When a school bus driver stops the school bus to load or unload passengers, the school bus driver shall set the parking brake and place the transmission in neutral.



# Hydraulic Brake Test Procedures

Discussion around developing a Hydraulic Brake Test procedure to be added to Article 3.

Settled on, a brake test should be completed, but the actual procedures should be outlined in an approved training curriculum to be developed by DPS.



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# Behind-the-Wheel Training Hours



Discussion regarding reduction of hours required behind-the-wheel from 20 hours to 15 hours.

# 925 Training Curriculum

If training concepts are changed for bus drivers to include ELDT requirements, revised driver training for 925 drivers will need to be amended.



# Revised 925 Driver Written Exam

The written exam for 925 drivers is currently the same exam as that for school bus drivers. There are several questions that ask specifics about school bus operation (e.g., air brakes).

A new exam needs to be developed for 925 drivers.

# Revised Skills Requirements

Incorporate an updated skills test for 925 drivers.

Example: Offset to the left, straight back, and parallel park)





# Questions?

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# Contact Info

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