CSA D250-20

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Spring 2018
History

• CSA was first published in 1971 at the request of provincial authorities.
• This standard applied to buses with a seating capacity of 24 or more passengers.
• In 1979 the third edition covered school buses with a seating capacity of 10 or more passengers.
History

• Changes in the next 4 editions included, reference to Canada’s Motor Vehicle Safety Regulations, changes to classifications to correspond with the US, pedestrian-student crossing arm, eight light warning system and changes to mirrors, heaters, strobe lamp and space requirement at rear door.
History

• The CSA D250-12 incorporated the pertinent sections of CSA D409-02, Motor vehicles for the transportation of persons with physical disabilities.

• This was to make it easier for the industry to know which CSA D409 requirements are applicable to school buses.
History

• Other changes included;

• A specification for hand rails in the service door entrance.

• A side intrusion test to assess the suitability of new materials used in the construction of the school bus body.
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• This current edition is the 10th edition
• This edition amalgamate the D270 standard with the addition of Clause 8 MFSAB
• MFSAB being Multi-function School Activity Bus
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Significant changes

- Modified weight ranges
- Alternate fuels
- Clarification of body and chassis color
- Emergency equipment, lighting and exits
- Exterior lighting requirements
- Window requirements
- Lifts and seating in accessible school buses
- Integration of D270
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• The effective date of this Standard is for buses built on or after
  1 NOVEMBER 2016

• The manufacturing date of the vehicle is considered to be the date on the federal compliance label
The Future
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• The edition currently being worked on is proposed for vehicles built after 1 November 2020

• New technology and materials play a large part in changes from the previous standard

• One example is electric powered buses, there are some exciting changes coming to the school bus industry
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- Advances in lighting technology, monitoring systems and camera systems are out there now to aide the drivers in safe operation of the buses
- We do have to be careful that we do not go too far with technology and start creating driver distraction
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• I would like to thank you for your attention and would now take questions if there are any
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