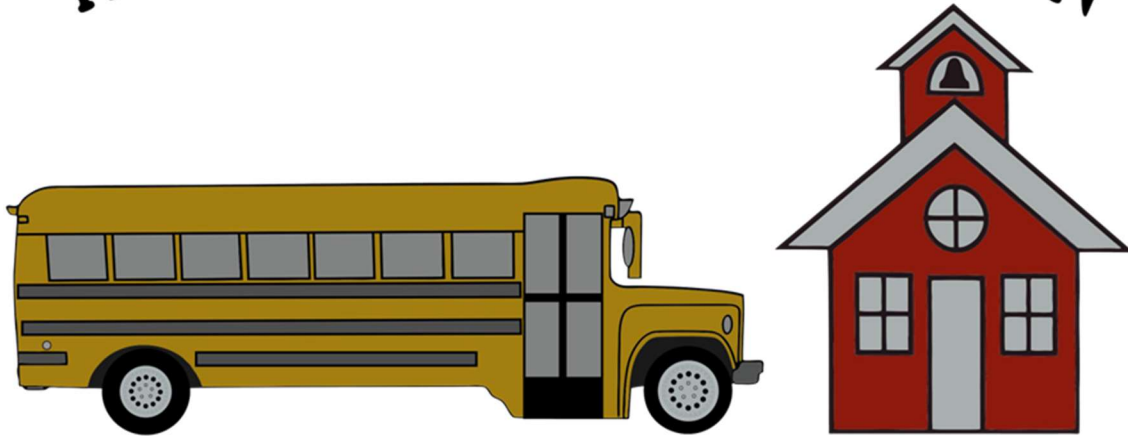


KANSAS STATE PUPIL TRANSPORTATION ASSOCIATION



ON THE ROAD TO EDUCATION

SCHOOL BUS SAFETY COMPETITION MANUAL

**In cooperation with
Kansas State Department of Education**

Revised January 2026

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INTRODUCTION

The purpose of this publication is to assist school districts and private bus contractors in planning and conducting a School Bus Safety Competition and to be a resource packet for drivers who plan to compete in region and/or state competitions.

The definition of a School Bus Safety Competition is a basic test of knowledge and skills that an individual uses when driving a school bus. As the name implies, the School Bus Safety Competition stresses safety. The School Bus Safety Competition is also a learning experience in which participants have an opportunity to evaluate their strengths and weaknesses. It builds on an individual's natural competitive spirit to encourage prominent levels of performance. The participant's natural desire for self-improvement is stimulated and encouraged.

GOALS AND OBJECTIVES

The School Bus Safety Competition's goal is to:

Provide advanced training for safety and build self-confidence in all school bus drivers.

In striving to achieve this goal, the School Bus Safety Competition also attempts to meet the following objectives:

1. To increase the knowledge and driving skills of the participant.
2. To develop an attitude of self-improvement in each participant.
3. To develop in each participant a feeling of pride in being a part of the pupil transportation system.
4. To build a positive image of school bus drivers in the minds of the public.
5. To gain public recognition for the valuable services provided by the pupil transportation system.

**FAILURE TO FOLLOW ANY OF THE RULES CONTAINED IN THIS DOCUMENT
WILL RESULT IN THE CONTESTANT BEING DISQUALIFIED.**

GENERAL ADVICE

This section provides guidance for preparing a driving competition and course. Do not be intimidated by the material contained in this publication. A School Bus Safety Competition can be as simple or as elaborate as you care to make it. The various competition segments described in this booklet can be modified to meet your individual needs.

SITE SELECTION: The ideal driving course site is a large, level, paved area. A school parking lot or driving range is ideal, if available. If not, check to see if a local church, shopping center, or factory would permit use of their parking area. You will also need a building with a meeting room to take a written test and explain the course to the drivers, a room to meet with judges, and a private room/area for scoring the results.

EVENTS: Regional competition will have a Written Test and all the course events with the exception of the Surprise Test, Defect Bus and Inside Judges. ONLY State Competition will include the Surprise Test, Defect Bus and Inside Judges along with all other course events.

VEHICLES: The vehicles used in actual driving events will need to be identical (as much as possible).

EQUIPMENT: You may be able to borrow some of the equipment needed (such as barrels and cones) from state, city, or local construction companies. You may have to build part of the equipment. For further information or help, contact a KSPTA Board member. Information for all KSPTA officials can be found at www.kspta.net.

JUDGES: You will need a number of judges (generally a minimum of one or two per event), depending on the number of events included. You may be able to get volunteers from local community groups, such as the PTA/PTO, law enforcement agencies, student council, or civic clubs such as Jaycees, Lions, Rotary, etc. You might try to secure help from other transportation directors or school bus contractors in your area. Become familiar with the scoring procedures so you can provide a training session for judges.

REGISTRATION PROCEDURES: Give thought to such items as registration fees, time limit for entries (normally, region competitions have no registration fee) State competition will have a registration fee.

AWARDS: Recognition will be given for the top three competitors in each vehicle class for rookie and experienced. State and Regional awards will be presented at the annual KSPTA School Bus Safety Conference Banquet.

NEWS MEDIA: Local newspapers and TV stations can be an excellent publicity resource for your competition. Be sure to notify them well in advance.

SET UP COURSE: Course setup may take extra time, especially if you have never had a competition course. The driving course should be set up and carefully measured the day before the actual competition. After each event is correctly laid out, reference marks can be put down, preferably with spray paint. The equipment can then be stored overnight and set up quickly and accurately on the day of the competition.

SCHOOL BUS SAFETY COMPETITION REGULATIONS AND GENERAL INSTRUCTIONS

The Kansas State Pupil Transportation Association Executive Board reserves the right to make additions, changes, or deletions to events at any competition. Any changes will be announced during the driver registration and/or orientation.

Insurance is provided by KSPTA for Kansas's region and state competitions. For safety and insurance concerns, NO ONE under the age of 18 is allowed on the competition course at any time.

Note: Drivers competing at the state level must be a member of KSPTA. You will become a member of KSPTA upon registering for the State Competition.

No changes will occur on the course set-up once competition starts, except for changes required for differently sized school buses. The Executive Board may, for cause, disqualify any event during competition and apply the point value equally to all contestants.

1. COMPETITOR ELGIBILITY REQUIREMENTS: Safe Driver Competitions are open to any person who is currently employed as a full-time, substitute, or activity school bus driver, at a public or private school, in the state of Kansas. Contestants shall meet all Kansas school bus driver qualifications in accordance with Kansas law. These include: possession of a current and valid Commercial Driver's License (CDL) with Passenger (P) and School Bus (S) endorsements*; current DOT physical, current and approved accident prevention course (defensive driving) and a current and approved first aid/CPR program.

Drivers currently residing in a state other than Kansas shall present the appropriate CDL with endorsements within their state of residence.

NOTE: Driver qualifications for competition shall be checked during the registration procedures. At no time will a driver be allowed to compete in more than one official state competition during the calendar year.

2. REGIONAL COMPETITIONS: A driver can compete in any regional competition. A driver can only compete in one regional competition. You CANNOT compete in more than one regional competition. The regional competition you choose to participate in is how you will be judged and scored for regional awards. Surprise test, defect bus and inside judges will NOT be included at the regional competition level.

3. POLICY DIFFERENCES: Since many school districts and school transportation contractors may have differing policies, the contest rules listed herein apply, regardless of any policies to the contrary in the driver's employment situation. All rules for competing will be compliant with current laws and regulations for the state of Kansas.

4. DRESS CODE: All competing drivers will be expected to dress in accordance with expected safety guidelines for transporting children daily. Shoes shall be fully enclosed, with a maximum two-inch heel height. Drivers are expected to always wear shoes (once the testing starts) to protect their feet.

*Exemption made for drivers with valid DL who transport students in a minibus rated as 14 passengers or less.

5. **REPORT TIMES**: Contestants must report to registration and orientation areas within the designated periods. Failure to report for registration will result in forfeiture of the opportunity to compete. Orientation will include instructions for competition schedules, course layout, and judging procedures for driving events.

Failure to report for any scheduled competition event will result in the driver being disqualified from that event. This shall apply for the written test, defect bus, surprise test, and driving events.

6. **IDENTIFICATION BADGES**: All contestants will be issued an identification badge at registration. This badge must be displayed for admission to any event during the competition (conference). Failure to display the identification badge will result in disqualification.

7. **HONOR SYSTEM**: Contestants are allowed to converse during most segments of the competition. For this reason, each contestant is placed on his/her honor to refrain from conversation and/or actions that would give another competitor an unfair advantage. Any contestant violating this honor, whether knowingly or unknowingly, shall be subject to disqualification from all competition events.

8. **WINNERS**: Individual and team competition winners will be announced and honored at the annual KSPTA School Bus Safety Conference Banquet.

9. **SCORE SHEETS**: Grand total score sheets will be made available within 2 business days following the competition on the KSPTA website. Contestants will NOT receive their written tests or individual score sheets.

GRIEVANCE PROCEDURES: Members of the Grievance Committee will be introduced to the competitors at the driver orientation. The following procedures shall apply for any contestant involved in the driving portion of the annual Kansas School Bus Safety Competition that desires to present a grievance:

A. Any contestant who feels there was an interference with their ability to proceed with competition or any other problem during the competition shall contact the judge stationed at the final event of the driving competition. That judge will present the competitor with a Grievance Form, annotating the time the form was issued at the top, right corner. The Grievance form must be completed and submitted to a member of the Grievance Committee within fifteen (15) minutes following the time it was received. Grievance forms received later than 15 minutes following issuance of the form will not be considered.

B. Should an issue be determined that would affect the competitor's ultimate score, the Grievance Committee will notify the individual if he/she will be allowed to re-run the event in question. In this event, a competition official shall escort that competitor directly to that specific event and the score during the re-run shall become that competitor's official score.

C. Decisions of the Grievance Committee are final.

10. **DECORATING**: Decorations are not permitted on any school buses utilized for transporting contestants to or from any part of the competition activities.

11. **DRIVING COMPETITION**: Contestants will be driven through the course prior to the start of the driving competition.

No stops will be allowed during the driving course except those required for specific events or when directed by a competition judge.

12. **STAGING AREA**: Contestants will be called to the staging area. Upon arrival drivers will wait for the next available bus for their driving competition.

13. **PREP TIME**: Once the contestant enters his/her assigned school bus for the driving competition, six minutes will be allowed for mirror adjustment and familiarization with the bus. During this time, drivers may utilize small cones or other marking devices to adjust the mirrors to FMVSS 111 standards. There will be officials on hand to assist with mirror adjustment.

The competing driver will drive the bus to the start line to allow familiarization with the driving controls (gearshift, steering, accelerator, brakes, etc.) and handling of the bus. The Start-Line Judge will make a final walk-around inspection of the bus immediately prior to allowing the bus to be on the course. Any added objects or special markings found on the bus will be grounds for disqualification of that contestant. The contestants shall wait for a signal from the official starter before entering the course.

Any bus used in competition shall have a mirror system that complies with Federal Motor Vehicle Safety Standard (FMVSS 111). Mirrors shall be adjusted to provide the driver's vision that would normally be required for the safe operation of the vehicle, getting the maximum field of vision and seeing at least 200 feet to the rear of the bus. The driver shall not lower their head below the highest point of the steering wheel to adjust the mirrors. Mirrors can only be adjusted within the recommended mirror box standards and not adjusted to just see the ground. During vehicle preparation before competition, drivers may use markers on the ground to adjust the mirrors, such as small cones, rulers, etc. Mirrors shall not be adjusted after being set by the driver and in compliance with FMVSS 111. Any mirror being adjusted after the driver has properly set their mirrors in bus preparation will result in disqualification from the Safety Competition.

14. **TIMED EVENTS**: Contestants will be timed on up to five events. At the discretion of the Executive Board, any or all these events may be used to break ties.

15. **BUS DOOR**: The service door to the school bus shall remain closed during the competition, except when required during a specific event or as directed by a competition official. The driving competition is designed to simulate situations on a daily school bus route and drivers should operate the vehicle as though there were students on board. Maximum deduction of points will be charged for any instance the bus doors are opened, except as stated previously.

16. **EVENTS REQUIRING MEASUREMENTS TAKEN**: Certain events in the driving course require that measurements be taken to determine the position of the contestant's vehicle for scoring. These events include, but may not be limited to: Parallel Parking, Back-up Alley, Stop Line, and Curb Line. Drivers shall follow these procedures during an event requiring measurement or other close-in checking of the vehicle:

A. When the contestant is satisfied with the position of the school bus, the contestant will put the vehicle in neutral, set the parking brake, and give two short blasts of the horn as a signal to the judge

that the vehicle is ready to be measured.

B. The contestant will stay in that position until the judge has completed the measurements, as indicated in the diagram for the specific event, included in this book.

C. After the measurements are completed, the judge shall give a pre-determined signal to the contestant, allowing them to proceed to the next event. Refer to diagrams found in the back of this book for what points are measured on the bus.

17. **PASSING UP AN EVENT**: Any contestant who completely bypasses a specific event or gives up after attempting to negotiate a specific event and moves directly to the next driving event shall receive "no score" or the total deduction of points for that specific event.

18. **BACKING UP**: Contestants shall forfeit all points earned for a specific event if the school bus is backed up, except for events such as the Backup Alley and Parallel Parking, or unless the contestant is instructed to back up the school bus by a competition official.

19. **COMPLETION OF DRIVING**: Upon completion of the final event for the driving course, the contestant will drive the bus directly to the staging area for the next competing driver.

20. **Scoring**: Contestants need to be aware that point deductions occur both inside and outside the bus on the following events: Railroad Crossing, Right/Left Turn, Curb Line, Parallel Parking and Student Load.

DISQUALIFICATIONS

Any contestant, who knowingly accepts signals from spectators or other contestants, whether unfair advantage is gained, shall be subject to immediate disqualification from all competition events. Therefore, all spectators shall stay a reasonable distance from any of the contest areas. In addition, the following may also result in disqualification of the contestant(s):

A. Misconduct on the part of any competitor or spectator shall result in the person(s) being escorted from the competition area. Following are some examples of such misconduct:

- Unprofessional behavior
- Speeding and/or unsafe driving
- Use of any drugs, except those prescribed by a physician and consumed as directed by the person for whom they were prescribed
- Use of any alcohol and/or cereal malt beverages during or immediately prior to competition
- Deliberation with the judges or officials

B. Any special markings of any kind found on a bus or other objects added that could be construed as aid for a contestant at any event. The driver operating the bus at the time of discovery will be disqualified, as well as any previous contestants.

C. Failure to wear a properly fitting lap/shoulder belt during the competition. Placing the shoulder harness behind the back is not permitted. If a driver requires use of an extension device for

the safety restraint to fit properly, it is the driver's responsibility to provide one.

- D. Smoking, eating, or drinking while driving in competition.
- E. Failure to operate the vehicle with headlights (switch turned on) on during the driving competition.
- F. Failure to maintain proper driving position (i.e., firmly positioned in the driver's seat, hands on the steering wheel, no body parts out the window, etc.).
- G. No contestants are allowed on the driving course at any time for any reason unless they are competing.
- H. Use of any electronic device (i.e., cellphone, Bluetooth, MP3 player, etc.) during Competition.

DIVISIONS

To encourage participation of newly trained school bus drivers and drivers that have never participated in the School Bus Safety Competition; each competition shall be divided into a Rookie Division and an Experienced Division. First-time competitors will compete in the Rookie Division of the Regional and State Competitions. The Experienced Division is comprised of all participants who have competed as a rookie in a School Bus Safety Competition (either Regional or State) during a prior year.

Awards are given for the regional and state winners in both the Rookie and Experienced Divisions. Contestants with the highest state score whether rookie or experienced have the right to go on to International School Bus Safety Competition. The International School Bus Safety Competition has only one division. There are three vehicle classifications within each division, Minibus; Conventional Bus; or Transit Bus. Contestants may compete in only one class at regional and state level; however, a contestant may compete in one class at regional and a different class at state.

TEAM COMPETITION

The TEAM COMPETITION is an additional category for the state competition only. Each team consists of three drivers and will be given the opportunity to declare the intention of competing as a team at the time of registration at the State Competition. At least one driver from each team must be a rookie competitor. Team members must all drive for the same school district or contract location. Team members may drive any class of bus.

DEFINITIONS

TRANSIT BUS: Front engine; minimum wheelbase 190 inches

CONVENTIONAL BUS: Minimum wheelbase 234 inches

MINI-BUS: Dual wheels; minimum wheelbase 138 inches

The KSPTA Executive Board reserves the right to approve differently sized buses for state competition. Buses utilized for state competition shall be identical as possible for each category.

ROOKIE DRIVER: Is an individual who has never competed in any School Bus Safety Competition. During the first year of competition, a driver may compete in both Regional and State Competitions as a Rookie Driver.

EXPERIENCED DRIVER: Is an individual who has previously competed in any School Bus Safety Competition. If a driver competed only in a regional competition during the first year, he/she will be considered an Experienced Driver for all subsequent Regional and State Competitions.

SUMMARY OF POINTS POSSIBLE PER EVENT

<u>EVENT</u>	<u>POINTS</u>
(A) General Knowledge Test	100
(B) Surprise Test (State Competition Only)	25
(C) Defect Bus (State Competition Only)	60
(D) Inside Judge (State Competition Only)	75
(E) Offset Alley	50
(F) Railroad Crossing	75
(G) Straight Line	50
(H) Diminishing Clearance	50
(I) Backup Alley	50
(J) Right Turn	50
(K) Curb Line	50
(L) Parallel Parking	50
(M) Student Load	75
(N) Stop Line	25
TOTAL POSSIBLE POINTS	785

The following pages contain information for each event, listed by category for the scoring grid. The sequence of events as listed may not necessarily be the sequence of events during the competition. Specific events may not be included in all competitions.

(A) GENERAL KNOWLEDGE TEST

MAXIMUM SCORE: 100 POINTS

PURPOSE OF THE TEST: Kansas school bus drivers must be familiar with and observe a multitude of laws, rules, and regulations, as well as “best-practice” procedures to safely transport their students. This written general knowledge test is designed to challenge the driver’s knowledge for these things.

Reference material that should be reviewed is the study guide provided by KSDE. All answers for the Region and State written tests will be found there.

The study guide is in two places:

1. www.kspta.net – On the “Upcoming Events” tab
2. www.ksde.com – Under the “agency” tab click on school bus safety, then click on Kansas State Pupil Transportation (KSPTA), then click on KSPTA School Bus Safety Competition Study Guide for General Knowledge Test.

INSTRUCTIONS: The questions will be true/false and multiple choice. The questions will be based upon the publication mentioned previously, as well as common sense and general safe driving practices.

Contestants will be allowed 45 minutes to complete the test.

SCORING: The KSDE staff responsible for writing the test will determine deductions for incorrect answers.

(B) SURPRISE TEST

MAXIMUM SCORE: 25 POINTS

PURPOSE OF THE TEST: Kansas school bus drivers must be thoroughly familiar with and observe a multitude of laws, rules, and regulations, as well as “best-practice” procedures in order to safely transport their students.

INSTRUCTIONS: The question(s) will be true/false, multiple-choice, or essay form. The test will be given at the end of the general knowledge test. The test may be based on the same resources as listed for the written general knowledge test. The test could also include props. The surprise test will only be done at the state competition level.

SCORING: Pass/Fail Only – Pass = 25 points; Fail = 0 points. The score sheet shall be created by the person who creates the question(s) for this event and shall be made available to the judge(s) on the date of competition.

(C) DEFECT BUS

MAXIMUM SCORE: 60 POINTS

PURPOSE OF THE TEST: A school bus driver is required by law to perform a daily inspection of the school bus before that bus is used to transport students. A school bus found to be unsafe will not be used for the transportation of students until those defects that make the bus unsafe are corrected. This inspection should be planned and conducted in systematic and logical manner to ensure that all defects are noted. The purpose of this test is to evaluate the contestant's efficiency in conducting this inspection.

INSTRUCTIONS: The defect bus will only be done at the state competition level. This test is an evaluation of the contestant's ability to make a complete physical inspection of the bus. Judges will be given information on six (6) predetermined defects that have been set up (by use of stickers) by KSPTA competition officials. The planned defects will be of a nature normally found on routine pre-trip inspections for a school bus. Each contestant will have a maximum of six (6) minutes to complete inspection of the assigned school bus. The judge will provide reasonable assistance, as requested, that does not violate the spirit of the contest (i.e., operation of emergency flashers, stoplights, etc.).

Judges will instruct contestant to sit in the driver's seat before time begins. The contestants will be allowed one (1) minute to get familiar with the bus. Time will begin once the one (1) minute is up or when the contestant says they are ready. Contestants will verbally point out each item being checked and whether a defect is found. Should a discrepancy be found that was not one of the six predetermined defects, the judge will state, "Not a planned defect" and allow the contestant to continue his/her inspection. It is the contestant's duty to make certain that the judge understands when a defect has been discovered.

If the contestant does not complete his/her inspection and/or locate all six planned defects within the allotted time limit of 6 minutes, the judge shall then inform the contestant that the allowed time has elapsed and terminate further inspection of the bus.

SCORING: Contestants will be scored on the following.

Each defect not found

10 Points deducted
(Maximum 60 point deduction)

(C) DEFECT BUS

CONTESTANT # _____

TOTAL SCORE EARNED: _____

Contestant will verbalize to the judge when each defect is located. A six-minute time limit will be enforced.

Defect #1	_____ Found	_____ Not Found	(10 Points Deducted) _____
Defect #2	_____ Found	_____ Not Found	(10 Points Deducted) _____
Defect #3	_____ Found	_____ Not Found	(10 Points Deducted) _____
Defect #4	_____ Found	_____ Not Found	(10 Points Deducted) _____
Defect #5	_____ Found	_____ Not Found	(10 Points Deducted) _____
Defect #6	_____ Found	_____ Not Found	(10 Points Deducted) _____

Actual Time: _____ Minutes _____ Seconds

MAXIMUM SCORE: 60 POINTS

TOTAL POINTS DEDUCTED: _____

SCORE EARNED: _____
(Not less than 0)

Reason for Disqualification _____

JUDGE _____

(D) INSIDE JUDGE

MAXIMUM SCORE: 75 POINTS

Inside judges will only be used at the state competition level. The inside judges will observe the driver and score several driving procedures as identified in the event summaries. Events scored by the inside judge will include:

LAP/SHOULDER BELT: Failure to properly wear lap/shoulder belt during the competition or placing the shoulder harness behind the back will result in disqualification from the competition.

RAILROAD CROSSING: Observe for failure to check the left and right driving mirrors and the inside mirror (to communicate to students) on approach and departure of the railroad crossing. Observe for setting the bus in neutral and applying the park brake or service brake (minibuses will need to be put in park, no park brake required). Observe for turning off noisy equipment (fans, etc.), opening the driver's window, opening the service door at stop to listen, visually checking up and down the tracks, and closing the service door prior to beginning movement across the tracks.

RIGHT TURN: The judge will observe the driver for failure to check the right and left outside mirrors while approaching the turn. The judge will check to see if driver checks traffic in both directions.

CURB LINE: The judge will observe the driver for failure to perform the 5-point mirror check prior to entering the space, and to perform the 5-point mirror check prior to exiting the space.

PARALLEL PARKING: The judge will observe the driver for failure to perform the 5-point mirror check prior to entering the space, and to perform the 5-point mirror check prior to exiting the space.

STUDENT LOADING: The judge will observe the driver for failure to perform the 5-point mirror check when approaching the stop. The bus must come to a smooth, gentle stop (no sudden, jerky movement of the vehicle) and must be completely stopped, shifted to neutral, with the parking brake set prior to opening the service door to load. Observe the driver for failure to close the service door or to perform the 5-point mirror check before departing the bus stop.

(D) INSIDE JUDGE

CONTESTANT # _____

TOTAL SCORE EARNED: _____

LAP/SHOULDER BELT

Failure to properly wear lap/shoulder belt or placing shoulder harness behind back

(Total Disqualification) _____

RAILROAD CROSSING

Failure to check left outside mirror(s) on approach (05 Points Deducted) _____

Failure to check inside mirror on approach (05 Points Deducted) _____

Failure to check right outside mirror(s) on approach (05 Points Deducted) _____

Failure to place bus in neutral and set park brake or apply service brake.
(mini buses need to be placed in park, no park brake needed) (25 Points Deducted) _____

Failure to open door at crossing (10 Points Deducted) _____

Failure to open window and shut off noisy equipment (10 Points Deducted) _____

Failure to check up and down tracks (25 Points Deducted) _____

Failure to check left outside mirror(s) on departing (05 Points Deducted) _____

Failure to check inside mirror on departing (05 Points Deducted) _____

Failure to check right outside mirror(s) on departing (05 Points Deducted) _____

RIGHT TURN

Failure to check right outside mirror(s) on approach (05 Points Deducted) _____

Failure to check left outside mirror(s) on approach (05 Points Deducted) _____

Failure to check traffic in both directions (20 Points Deducted) _____

CURB LINE

Failure to perform the 5-point mirror check before entering the space (25 PTS Deducted) _____

Failure to perform the 5-point mirror check before exiting the space (25 PTS Deducted) _____

PARALLEL PARKING

Failure to perform the 5-point mirror check before entering the space (25 PTS Deducted) _____

Failure to perform the 5-point mirror check before exiting the space (25 PTS Deducted) _____

STUDENT LOAD:

Failure to perform the 5-point mirror check on approach (25 Points Deducted) _____

Door opens before stop (10 Points Deducted) _____

Jerky or sudden stop (10 Points Deducted) _____

Failure to place bus in neutral and set parking brake before opening door (50 Points Deducted) _____

Failure to perform the 5-point mirror check before departing (25 Points Deducted) _____

MAXIMUM SCORE: 75 POINTS

TOTAL POINTS DEDUCTED: _____

SCORE EARNED: _____

(Not less than 0)

Reason for Disqualification _____

(E) OFFSET ALLEY (OR DOUBLE OFFSET)

MAXIMUM SCORE: 50 POINTS

PURPOSE OF THE EVENT: This event is designed to evaluate a driver’s ability to manage the bus under actual, and simulated, driving conditions. An offset alley is set up to determine the contestant’s ability to drive his/her bus through the offset lanes with a minimum hesitation and without touching the barriers or flag tips. The offset may be a right or left offset and may also have two or three sets of stanchions, as determined by the Executive Board.

THIS WILL BE A TIMED EVENT. The contestant will be allowed two minutes. Time starts once the front bumper enters the first set of stanchions.

INSTRUCTIONS FOR ALL TRANSIT AND CONVENTIONAL BUSES MORE THAN 29 FEET IN LENGTH: Two or three sets of parallel stanchions, 10 feet long, are set up with flag tips 10 feet apart. The right barrier flag tips of the first set are placed in a direct line with the left barrier flag tips of the second set (the offset barriers), or visa-versa. The distance between any 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 three feet for buses over 29 feet long.

INSTRUCTIONS FOR ALL BUSES 29 FEET OR UNDER: Two or three sets of parallel barriers, 10 feet long, are set up with the flag tips 10 feet apart. The right barrier flag tips of the first set are placed in a direct line with the left barrier flag tips of the second set, or visa-versa. The distance between any 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 two feet for buses 29 feet long or under.

SCORING: Contestants will be scored on the following:

Each instance of stanchion tip touched:

1 flag tip	(07 Points Deducted)
2 flag tips	(21 Points Deducted)
3 flag tips	(42 Points Deducted)
4 flag tips	(50 Points Deducted)
Each instance of stopping forward motion of the bus	(08 Points Deducted, Max. 16)
Backing the bus during event	(50 Points Deducted)
Touching a stanchion	(50 Points Deducted)
Failure to complete this event	(50 Points Deducted)
Failure to keep door closed during event	(50 Points Deducted)
Failure to complete the event in two minutes	(50 Points Deducted)

(E) OFFSET ALLEY (or DOUBLE OFFSET)

CONTESTANT # _____

TOTAL SCORE EARNED: _____

For each instance of stanchion tip touched

(7) (21) (42) (50)

(Maximum 50 Points Deducted)

(Total Points Deducted) _____

Each instance of stopping forward motion of the bus

(8) (16)

(Maximum 16 Points Deducted)

(Total Points Deducted) _____

Backing the bus during event

(50 Points Deducted) _____

Touching a stanchion base

(50 Points Deducted) _____

Failure to complete the event

(50 Points Deducted) _____

Failure to keep door closed during event

(50 Points Deducted) _____

Failure to complete event within the 2-minute time limit.

(Time starts when front bumper enters the first set of stanchions.
Time ends when the rear bumper exits the last set of stanchions.)

(50 Points Deducted) _____

Actual Time: _____ Minutes _____ Seconds

MAXIMUM SCORE: 50 POINTS

TOTAL POINTS DEDUCTED: _____

SCORE EARNED: _____

(Not less than 0)

Reason for Disqualification _____

JUDGE _____

(F) RAILROAD CROSSING

MAXIMUM SCORE: 75 POINTS

PURPOSE OF TEST: The railroad crossing represents one of the greatest hazards for mass casualties or fatalities. This test evaluates the driver's degree of care when crossing a railroad intersection and knowledge of the laws and best practices when driving a school bus across railroad tracks.

INSTRUCTIONS: A simulated railroad crossing is laid out as follows: A two-lane roadway crossing one parallel set of tracks. Railroad crossing signs are properly positioned to the right side of the roadway. Contestants will be judged from the time they approach the crossing and until they reach the other side of the crossing. Recommendations found in the CDL manual in addition to Kansas laws and regulations will be used as the basis of scoring.

Note: Inside Judges will be checking the use of directional signals and mirrors, stopping the bus, opening the door and window, checking the tracks, driving across the tracks.

SCORING: Contestants will be scored on the following

Stop made closer than 15 feet from tracks	(75 Points Deducted)
Stop made farther than 50 feet from tracks on approach	(75 Points Deducted)
Improper use of 8-way Loading/Unloading Lights	(25 Points Deducted)
Failure to cancel 4-way hazard lights after crossing the tracks	(10 Points Deducted)
Rear bumper of bus fails to clear tracks by at least 15 feet	(25 Points Deducted)
Backing the bus during event	(75 Points Deducted)
Failure to complete the event	(75 Points Deducted)

Revised January 2026

(F) RAILROAD CROSSING

CONTESTANT # _____

TOTAL SCORE EARNED: _____

Stops closer than 15 feet from tracks (75 Points Deducted) _____

Stops further than 50 feet from tracks (75 Points Deducted) _____

Improper use of 8-way Student Loading/Unloading Signals (25 Points Deducted) _____

Failure to cancel 4-way hazard lights after crossing tracks (10 Points Deducted) _____

Rear bumper of bus fails to clear tracks by at least 15 feet (25 Points Deducted) _____

Backing during the event (75 Points Deducted) _____

Failure to complete the event (75 Points Deducted) _____

MAXIMUM SCORE: 75 POINTS

TOTAL POINTS DEDUCTED: _____

SCORE EARNED: _____
(Not less than 0)

Reason for Disqualification _____

JUDGE _____

(G) STRAIGHT LINE

MAXIMUM SCORE: 50 POINTS

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

INSTRUCTIONS: The right wheels of the bus must travel the indicated path not moving, running over, and/or knocking off 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 rear duals plus three inches.

SCORING: Contestants will be scored on the following:

Each instance of stopping forward motion (Maximum 20 Points Deducted)	(04 Points Deducted)
Each instance of the marker being knocked off, run over, or moved by the bus (Maximum 40 Points Deducted)	(05 Points Deducted)
Drives on either side of markers (Maximum 40 Points Deducted)	(10 Points Deducted)
Backing the bus during event	(50 Points Deducted)
Failure to complete the event	(50 Points Deducted)
Failure to keep door closed during event	(50 Points Deducted)

Revised January 2026

(G) STRAIGHT LINE

CONTESTANT # _____

TOTAL SCORE EARNED: _____

Each instance of stopping forward motion
(4) (4) (4) (4)
(Maximum of 20 Points Deducted)

(Total Points Deducted) _____

Each instance of the marker being knocked off, run over or
moved by the bus
(5) (5) (5) (5)
(5) (5) (5) (5)
(Maximum of 40 Points Deducted)

(Total Points Deducted) _____

Drives to either side of pair of markers
(10) (10) (10) (10)
(Maximum of 40 Points Deducted)

(Total Points Deducted) _____

Backing during the event

(50 Points Deducted) _____

Failure to complete the event

(50 Points Deducted) _____

Failure to keep door closed during event

(50 Points Deducted) _____

MAXIMUM SCORE: 50 POINTS

TOTAL POINTS DEDUCTED: _____

SCORE EARNED: _____

(Not less than 0)

Reason for Disqualification _____

JUDGE _____

Revised January 2026

(H) DIMINISHING CLEARANCE

MAXIMUM SCORE: 50 POINTS

PURPOSE OF TEST: The contestant is required to drive the bus in a straight line with diminishing clearances while maintaining smooth, continuous forward movement of the bus.

INSTRUCTIONS: To conducting this test, five pairs of parallel stanchions are set up. Each pair of stanchions is parallel to the next. The distance between each pair of barriers is 25 feet. The measurement is from flag tip to flag tip. The alley is set up to allow for the course to diminish equally on both sides.

The width of each pair varies as follows:

1st pair of stanchions	Width of bus + 10 inches
2nd pair of stanchions	Width of bus + 08 inches
3rd pair of stanchions	Width of bus + 06 inches
4th pair of stanchions	Width of bus + 04 inches
5th pair of stanchions	Width of bus + 02 inches

SCORING: Contestants will be scored on the following:

Each instance of stopping forward motion (Maximum 20 Points Deducted)	(04 Points Deducted)
For each instance of stanchion tip touched (Maximum 50 Points Deducted)	(10 Points Deducted)
Touching a stanchion base	(50 Points Deducted)
Backing the bus during event	(50 Points Deducted)
Failure to complete the event	(50 Points Deducted)
Failure to keep door closed during event.	(50 Points Deducted)

Revised January 2026

(H) DIMINISHING CLEARANCE

CONTESTANT # _____

TOTAL SCORE EARNED: _____

Each instance of stopping forward motion
(4) (4) (4) (4) (4)
(Maximum of 20 Points Deducted)

(Total Points Deducted) _____

For each instance of stanchion tip touched
(10) (10) (10) (10) (10)
(Maximum of 50 Points Deducted)

(Total Points Deducted) _____

Touching a stanchion base

(50 Points Deducted) _____

Backing during the event

(50 Points Deducted) _____

Failure to complete the event

(50 Points Deducted) _____

Failure to keep door closed during event.

(50 Points Deducted) _____

MAXIMUM SCORE: 50 POINTS

TOTAL POINTS DEDUCTED: _____

SCORE EARNED: _____

(Not less than 0)

Reason for Disqualification _____

JUDGE _____

(I) BACK UP ALLEY

MAXIMUM SCORE: 50 POINTS

PURPOSE OF THE TEST: This test is designed to evaluate the driver's ability to back into a stall. Depth perception is evaluated by measuring how close the driver can come to a rear barrier without hitting it and centering the bus within the stall.

INSTRUCTIONS: Two parallel yellow ropes on the ground the width of the bus plus two feet identify the stall. Each front corner of the stall will be marked by upright standards that will not interfere with the backing of the bus. To limit the driver's maneuvering room, a front wheel limitation line will be placed on the ground perpendicular to the stall. The approach to the back-up stall can be made from either direction. The distance from the front standards to the wheel limitation line will be as follows:

Transit	Length of bus + 1 foot
Conventional	Length of bus + 4 feet
Mini-bus	Length of bus + 4 feet

THIS IS A TIMED EVENT. The contestant will be allowed three minutes. Time starts when the front bumper passes the first upright standard. The driver must park the bus, set the parking brake, and sound the horn, to signal the judge. Each contestant will be permitted one back up before deductions are charged for excessive backing. There will be a one foot "free zone" four to five feet in front of the rear barrier in the center of the stall. Points will be deducted if the bus is parked in front of or behind this zone. After bus is measured, the contestant will exit between the upright standards and allowed to cross the wheel limitation line without points being deducted.

SCORING: Contestants will be scored on the following:

Tire tread touches the wheel limitation line	(50 Points Deducted)
Bus touches the front upright standards	(50 Points Deducted)
Tire touches marked sidelines of the stall	(50 Points Deducted)
Touching the rear barrier	(50 Points Deducted)
Each instance of backing the bus after first attempt (Maximum of 42 Points Deducted)	(06 Points Deducted)
Bus parked more than 1 inch from the centerline measurement made from rear of bus (Maximum of 14 Points Deducted)	(02 Points Deducted)
Bus parked forward of free zone, each 6" fraction (Maximum of 50 Points Deducted)	(05 Points Deducted)
Bus parked behind free zone, each 6" fraction (Maximum of 50 Points Deducted)	(10 Points Deducted)
Failure to complete this event	(50 Points Deducted)
Failure to keep door closed during event	(50 Points Deducted)
Failure to complete event within three-minute time limit	(50 Points Deducted)
Failure to pull out between the front upright standards	(50 Points Deducted)

Revised January 2026

(I) BACKUP ALLEY

CONTESTANT # _____

TOTAL SCORE EARNED: _____

- Tire tread touches the wheel limitation line (50 Points Deducted) _____
 - Bus touches the front upright standards (50 Points Deducted) _____
 - Tire touches the sidelines of the stall (50 Points Deducted) _____
 - Bus extends into or over rear barrier (50 Points Deducted) _____
 - Each instance of backing the bus after **first attempt** (42 Points Deducted) _____
(0) (6) (12) (18) (24) (30) (36) (42)
(Maximum of 42 Points Deducted)
 - Bus parked more than 1inch off the centerline (Total Points Deducted) _____
with measurement made from rear of bus
(2) (4) (6) (8) (10) (12) (14)
(Maximum of 14 Points Deducted)
 - Bus parked forward of free zone, each 6 inches (Total Points Deducted) _____
(5) (10) (15) (20) (25) (30) (35) (40) (45) (50)
(Maximum of 50 Points Deducted)
 - Bus parked behind free zone, each 6 inches (Total Points Deducted) _____
(10) (20) (30) (40) (50)
(Maximum of 50 Points Deducted)
 - Failure to pull out between the front upright standards (50 Points Deducted) _____
 - Failure to complete the event (50 Points Deducted) _____
 - Failure to keep door closed during event (50 Points Deducted) _____
 - Failure to complete event within 3 minutes (50 Points Deducted) _____
- (Time starts when front bumper passes 1st upright standard. Time ends when bus is parked in stall and horn has sounded.)

Actual Time: _____Minutes _____Seconds

MAXIMUM SCORE: 50 POINTS

TOTAL POINTS DEDUCTED: _____

SCORE EARNED: _____

Reason for Disqualification _____

JUDGE _____

Revised January 2026

(J) RIGHT OR LEFT TURN

MAXIMUM SCORE: 50 POINTS




PURPOSE OF THE TEST: This test is designed to determine the driver's ability to properly execute a right or left turn.

INSTRUCTIONS: A lane will be provided in which the contestant will make the approach to the corner. The lane is marked on the right or left with a curb line. The contestant will approach the corner giving the correct directional signal at least 100 feet from the turn as required by law. The turn must be executed without touching the curb line or stopping the bus. The arc will be determined on the day of competition.

THIS WILL BE A TIMED EVENT. The contestant shall be allowed 15 seconds. Time will start when the right or left rear dual enters or passes the start of the first score template and will end when the back tire enters or passes the start of the second score template.

SCORING: Scoring will be based on the method in which the driver enters and recovers from the turn. For scoring purposes, the outer edge of the left/right outside tire tread will be used. The rear outside tire must pass through the entire scoring template at the beginning and completion of the turn. The highest value of demerits will be given based on the tires travel through the entire template. Should the tire enter or leave off the inner or outer side of the template at any time it is to be considered off the template. There is a maximum of 25 demerits per scoring template.

Measuring from the curbside of each template, the following demerits shall be charged depending on the travel path of the rear outside tire through the entire template.

	Yellow 0" to 6"	(0 Points Deducted)
	Black 6" to 9"	(10 points deducted)
	Red 9" to 12"	(20 points deducted)
	(Off of Template)	(25 points deducted)

Additional demerits as follows:

Failure to properly activate the directional signal	(10 points deducted)
Failure to cancel the directional signal	(10 points deducted)
Each instance of stopping the bus	(5 points deducted)
If any tire touches the curb line at any time	(50 points deducted)
For backing the bus	(50 points deducted)
Failure to complete turn within 15 seconds	(50 points deducted)

Color – Bottle Rocket Blue

Revised January 2026

(J) RIGHT OR LEFT TURN

CONTESTANT # _____

TOTAL SCORE EARNED: _____

THIS WILL BE A TIMED EVENT. The contestant shall be allowed **15 seconds**. The time will start when the rear outside tire enters or passes the front edge of the entry score template and will end when the rear outside tire leaves or passes the rear edge of the recovery scoring template.

Scoring will be based on the method in which the driver enters and recovers from the turn. For scoring purposes, the outer edge of the outside tire tread will be used. The rear outside tire must pass through the entire scoring template at the beginning and completion of the turn.



ENTER

- Yellow 0" to 6" (0 Points Deducted) _____
- Black 6" to 9" (10 Points Deducted) _____
- Red 9" to 12" (20 Points Deducted) _____
- (Off of Template)** (25 Points Deducted) _____

EXIT



- Yellow 0" to 6" (0 Points Deducted) _____
- Black 6" to 9" (10 Points Deducted) _____
- Red 9" to 12" (20 Points Deducted) _____
- (Off of Template)** (25 Points Deducted) _____

- Each instance of stopping during event (5) (5) (5) (5) (5) (Points Deducted - Not to exceed 25 points) _____
- Backing of the bus (50 Points Deducted) _____
- Any tire tread touches the curb line (50 Points Deducted) _____

Failure to:

- Activate the directional turn signal (10 Points Deducted) _____
- Cancel the directional turn signal (10 Points Deducted) _____
- Complete event within the 15 second time limit (50 Points Deducted) _____

Actual Time: _____ Seconds

Maximum Score: 50 POINTS

DEDUCTED: _____

SCORE EARNED: _____
(Not less than 0)

Reason for Disqualification _____

JUDGE _____

(K) CURB LINE

MAXIMUM SCORE: 50 POINTS

PURPOSE OF TEST: 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: The event will be set up to simulate a limited curb length between other parked vehicles. The distance between the two barriers will be:

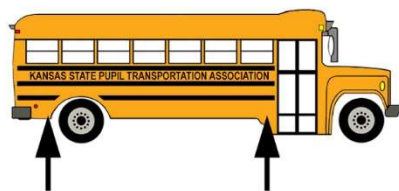
Transit	3 times the length of the bus
Conventional	3 times the length of the bus
Minibuses	3times the length of the bus

THIS WILL BE A TIMED EVENT. The contestant shall be allowed **2 minutes**. Time starts when the front bumper of bus passes the rear barrier and stops when the bus is properly parked and the horn is sounded. The contestant will be judged on 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 contestant will be scored if the tire hits the curb line. A measurement will be made from the farthest point of the bus to determine how close the bus is parked to the curb line. The contestant must place bus in neutral, apply park brake, and sound the horn to signal the judge. The contestant must pull into the curb and pull out without backing up.

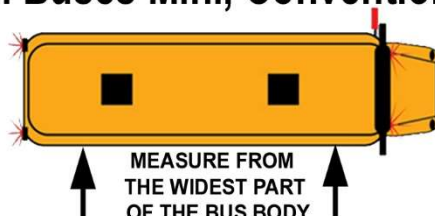
SCORING: Contestants will be scored on the following:

Failure to activate right turn signal before entering	(10 Points Deducted)
Touching curb with tire	(50 Points Deducted)
Bus touching back or front barrier	(50 Points Deducted)
Furthest bus measurement from curb(Bus parked 00 inches to 12 inches	(00 Points Deducted)
Bus parked Over 12 inches to 18 inches	(20 Points Deducted)
Bus parked Over 18 inches	(50 Points Deducted)
Failure to cancel right turn signal	(10 Points Deducted)
Failure to use left turn signal before exiting	(10 Points Deducted)
Failure to cancel left turn signal	(10 Points Deducted)
Backing the bus during event	(50 Points Deducted)
Failure to complete the event	(50 Points Deducted)
Failure to keep door closed during event	(50 Points Deducted)
Failure to complete within 2 minutes	(50 Points Deducted)

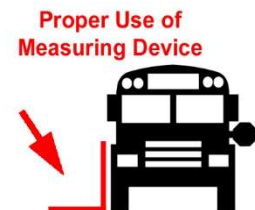
When Measuring All Buses Mini, Conventional & Transit



In the FRONT measure from the body directly behind the service door



MEASURE FROM THE WIDEST PART OF THE BUS BODY
In the REAR measure from the body directly behind the rear tire



Proper Use of Measuring Device

revised January 2026

Color – White

(K) CURB LINE

CONTESTANT # _____

TOTAL SCORE EARNED: _____

Failure to use right turn signal before entering	(10 Points Deducted) _____
Hitting the curb with tire	(50 Points Deducted) _____
Hitting either back or front barrier	(50 Points Deducted) _____
Furthest measurement from curb:	
Bus parked 00 inches to 12 inches	(00 Points Deducted) _____
Bus parked Over 12 inches to 18 inches	(20 Points Deducted) _____
Bus parked Over 18 inches	(50 Points Deducted) _____
Failure to cancel right turn signal	(10 Points Deducted) _____
Failure to use left turn signal when exiting	(10 Points Deducted) _____
Failure to cancel left turn signal before next event	(10 Points Deducted) _____
Backing up during event	(50 Points Deducted) _____
Failure to complete the event	(50 Points Deducted) _____
Failure to keep door closed during event	(50 Points Deducted) _____
Failure to complete event within 2 minutes	(50 Points Deducted) _____

(Time starts when front bumper passes the rear barrier on approach. Time ends when the bus is parked, and horn has sounded)

Actual Time: _____ Minutes _____ Seconds

Maximum Score: 50 POINTS

TOTAL POINTS DEDUCTED: _____

SCORE EARNED: _____
(Not less than 0)

Reason for Disqualification _____

JUDGE _____

(L) PARALLEL PARKING

MAXIMUM SCORE: 50 POINTS

PURPOSE OF TEST: This event is designed to evaluate the contestant'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.

INSTRUCTIONS: A section of rope will represent the curb, unless a natural curb is available. Two barriers will be set at right angles to the curb line, extending out eight feet from the curb. A measurement will be made from the farthest point of the bus. The contestant must place bus in neutral, apply parking brake, and sound the horn to signal the judge. The distance between the two barriers will be:

Transit	Length of bus plus 6 feet
Conventional	Length of bus plus 7 feet
Mini-bus	Length of bus plus 7 feet

THIS WILL BE A TIMED EVENT. The contestant shall be allowed 3 minutes. Time starts when the front bumper passes the rear barrier of approach. Times ends when bus is parked and horn sounded

SCORING: Contestants will be scored on the following:

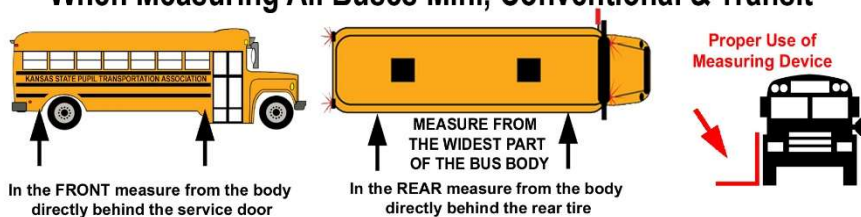
Failure to activate directional signal before entering stall	(10 Points Deducted)
Touching curb with tire	(50 Points Deducted)
Bus touching front or rear barrier	(50 Points Deducted)
Each instance of backing the bus entering stall after two attempts (Maximum of 25 Points Deducted)	(05 Points Deducted)

Scoring for Zones parallel to curb:

00 inches to 03 inches from curb	(00 Points Deducted)
Over 03 inches to 06 inches from curb	(03 Points Deducted)
Over 06 inches to 09 inches from curb	(06 Points Deducted)
Over 09 inches to 12 inches from curb	(09 Points Deducted)
Over 12 inches to 15 inches from curb	(12 Points Deducted)
Over 15 inches to 18 inches from curb	(15 Points Deducted)
Over 18 inches from curb	(50 Points Deducted)

Failure to activate directional signal before exiting stall	(10 Points Deducted)
Each instance of backing the bus exiting stall after two attempts (Maximum of 25 Points Deducted)	(05 Points Deducted)
Failure to cancel directional signal before next event	(10 Points Deducted)
Failure to complete the event	(50 Points Deducted)
Failure to keep door closed during event	(50 Points Deducted)
Failure to complete within 3 minutes	(50 Points Deducted)

When Measuring All Buses Mini, Conventional & Transit



revised January 2026

(L) PARALLEL PARKING

CONTESTANT # _____

TOTAL SCORE EARNED: _____

Failure to activate directional signal before entering stall (10 Points Deducted) _____
Tire touches the curb line (50 Points Deducted) _____
Bus touching front or rear barrier (50 Points Deducted) _____
Each instance of backing the bus entering stall
after **two attempts** (0) (0) (5) (10) (15) (20) (25) (Total Points Deducted) _____
(Maximum of 25 Points Deducted)

Furthest measurement from curb:

Bus parked	00 inches to 03 inches	(00 Points Deducted) _____
Bus parked	Over 03 inches to 06 inches	(03 Points Deducted) _____
Bus parked	Over 06 inches to 09 inches	(06 Points Deducted) _____
Bus parked	Over 09 inches to 12 inches	(09 Points Deducted) _____
Bus parked	Over 12 inches to 15 inches	(12 Points Deducted) _____
Bus parked	Over 15 inches to 18 inches	(15 Points Deducted) _____
Bus parked	Over 18 inches	(50 Points Deducted) _____

Failure to activate directional signal before exiting stall (10 Points Deducted) _____
Each instance of backing the bus exiting stall
after **two attempts** (0) (0) (5) (10) (15) (20) (25) (Total Points Deducted) _____
(Maximum of 25 Points Deducted)

Failure to cancel directional signal before next event (10 Points Deducted) _____
Failure to complete the event (50 Points Deducted) _____
Failure to keep door closed during event (50 Points Deducted) _____
Failure to complete event **within 3 minutes** (50 Points Deducted) _____
Time starts when front bumper passes the rear barrier on approach. Times ends when bus is parked, and horn sounded.)

Actual Time: _____ Minutes _____ Seconds

MAXIMUM SCORE: 50 PT POINTS

TOTAL POINTS DEDUCTED: _____

SCORE EARNED: _____

Reason for Disqualification _____

JUDGE _____

(M) STUDENT LOAD

MAXIMUM SCORE: 75 POINTS

PURPOSE OF TEST: Loading students can be one of the most life-threatening maneuvers a school bus driver performs. This test is designed to evaluate the driver's alertness to the loading of passengers and to determine their ability to remember and perform several other crucial functions incidental to such loading. Such items include proper use of directional signals, yellow warning lights, mirrors, red crossover lights, and the stop arm.

INSTRUCTIONS: A rope to represent the edge of the roadway or curb will mark the loading area. For loading passengers, the contestant will drive into the loading area. The contestant will activate the amber warning lights at least 200 feet prior to the stop. During the maneuver, the contestant will be judged for the 5-point mirror check use before and after the stop, proper use of lights, smooth stopping, lane position while stopped, and transmission in neutral with parking brake set before the door is opened. The contestant must bring the bus to a full stop with the front bumper at least 10 feet away, but not more than 15 feet away, from the student. The bus must also be no less than 3 feet and no more than 6 feet away from the curb line.

SCORING: Contestants will be scored on the following:

Failure to activate yellow lights	(75 Points Deducted)
Bus parked closer than 10 feet from student	(10 Points Deducted)
Bus parked more than 15 feet way	(10 Points Deducted)
Bus parked less than 3 feet from the curb line	(10 Points Deducted)
Bus parked more than 6 feet from the curb line	(10 Points Deducted)
Failure to deactivate red crossover lights before the next event	(75 Points Deducted)
Failure to keep door closed while bus is in motion	(25 Points Deducted)
Backing up during the event	(75 Points Deducted)
Failure to complete the event	(75 Points Deducted)

Revised January 2026

(M) STUDENT LOAD

CONTESTANT # _____

TOTAL SCORE EARNED: _____

Failure to activate yellow warning lights	(75 Points Deducted) _____
Bus parked closer than 10 feet away from student	(10 Points Deducted) _____
Bus parked more than 15 feet away from student	(10 Points Deducted) _____
Bus parked less than 3 feet from curb line	(10 Points Deducted) _____
Bus parked more than 6 feet from curb line	(10 Points Deducted) _____
Failure to deactivate red crossover lights before the next event	(75 Points Deducted) _____
Failure to keep door closed while bus is in motion	(25 Points Deducted) _____
Backing up during event	(75 Points Deducted) _____
Failure to complete the event	(75 Points Deducted) _____

MAXIMUM SCORE: 75 POINTS

TOTAL POINTS DEDUCTED: _____

SCORE EARNED: _____

(Not less than 0)

Reason for Disqualification _____

JUDGE _____

(N) STOP LINE

MAXIMUM SCORE: 25 POINTS

PURPOSE OF THE TEST: This test determines the contestant's depth perception, ability to use crossover mirrors, and ability to bring the bus to a smooth complete stop.

INSTRUCTIONS: A stop line four feet long is established. The contestant should bring the bus to a complete stop as close to the stop line as possible. Only one stop will be allowed. The contestant will stop the vehicle, set the parking brake, and sound the horn to signal the judge. Measurement for scoring the stop line will be taken from the front surface of the bumper to the edge of the line closest to the bus. Measurements will be taken any place on the bumper that is the closest to the line. Use a 90-degree angled measuring device. The bus must stop two inches or less from the stop line to avoid points being deducted.

SCORING: Contestants will be scored on the following:

Stops more than once		(25 points deducted)
Backs up during event		(25 points deducted)
Stops with bumper beyond line		(25 Points Deducted)
Bus stopped	00 inches to 02 inches from line	(00 Points Deducted)
Bus stopped	Over 02 inches to 04 inches from line	(03 Points Deducted)
Bus stopped	Over 04 inches to 06 inches from line	(06 Points Deducted)
Bus stopped	Over 06 inches to 08 inches from line	(09 Points Deducted)
Bus stopped	Over 08 inches to 10 inches from line	(12 Points Deducted)
Bus stopped	Over 10 inches to 12 inches from line	(15 Points Deducted)
Bus stopped	Over 12 inches to 14 inches from line	(18 Points Deducted)
Bus stopped	Over 14 inches to 16 inches from line	(21 Points Deducted)
Bus stopped	Over 16 inches from line	(25 Points Deducted)
Backing up during event		(25 Points Deducted)
Failure to complete the event		(25 Points Deducted)
Failure to keep door closed during event		(25 Points Deducted)

(N) STOP LINE

CONTESTANT # _____

TOTAL SCORE EARNED: _____

Stops more than once (25 points deducted) _____
Backs up during event (25 points deducted) _____

Stops with bumper beyond stop line (25 Points Deducted) _____

Bus stopped	00 inches to 02 inches from line	(00 Points Deducted) _____
Bus stopped	Over 02 inches to 04 inches from line	(03 Points Deducted) _____
Bus stopped	Over 04 inches to 06 inches from line	(06 Points Deducted) _____
Bus stopped	Over 06 inches to 08 inches from line	(09 Points Deducted) _____
Bus stopped	Over 08 inches to 10 inches from line	(12 Points Deducted) _____
Bus stopped	Over 10 inches to 12 inches from line	(15 Points Deducted) _____
Bus stopped	Over 12 inches to 14 inches from line	(18 Points Deducted) _____
Bus stopped	Over 14 inches to 16 inches from line	(21 Points Deducted) _____
Bus stopped	Over 16 inches from line	(25 Points Deducted) _____

(THE MEASUREMENT WILL BE TAKEN AT THE POINT WHERE THE SCHOOL BUS IS CLOSEST TO THE MEASUREMENT LINE.)

Backing up during event (25 Points Deducted) _____
Failure to complete the event (25 Points Deducted) _____
(Contestant must honk horn to be measured)
Failure to keep door closed during event (25 Points Deducted) _____

MAXIMUM SCORE: 25 POINTS

TOTAL POINTS DEDUCTED: _____

SCORE EARNED: _____
(Not less than 0)

Reason for Disqualification _____

JUDGE _____

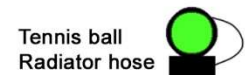
MEASUREMENT GUIDELINES & EVENT DIAGRAMS

STUDENT LOAD

Right front bumper must be at least 10 feet from student.
Attach a 10' string to the student marker to help with Judging



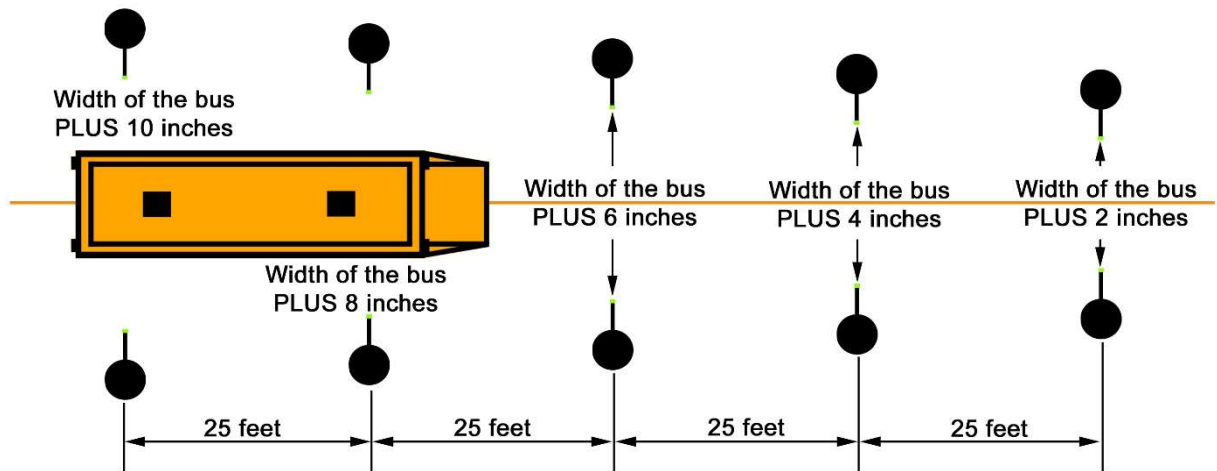
STRAIGHT LINE



DIRECTIONS:

1. Measure a 75 ft straight line and string.
2. Mark the line at intervals of 25 ft. with crayon or chalk.
3. Place a set of tennis balls on holders every 25 ft. Set the base of the ball holder on the outside edge of the string line.
4. Secure the measurement of the right rear duals. The measurement shall be from bulge to bulge.
5. Use the measurement of the duals plus 3" to determine distance between balls.
6. Measure the alignment of the tennis balls from the inside edge of the tennis ball to the inside edge of the other tennis ball.
7. Make a visual check to be sure that there is a perfect straight line with the four sets of tennis balls.
8. Mark the location of the tennis ball holders with crayon or chalk.

DIMINISHING CLEARANCE

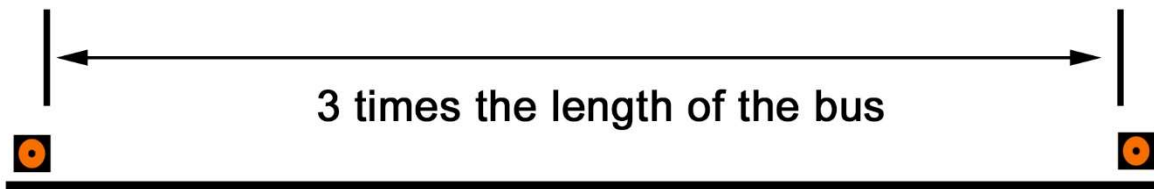


LAYOUT & DIRECTIONS:

1. Measure 100'
2. Mark the measurement at 25' intervals.
3. Place a straight line down with string Stretch tight
4. Secure width of buses to be used in competition Consider rub rails, rubber around tire wells or any other object that will hit the standards such as mirror brackets, etc.
5. Determine the measurement to be used at each diminishing clearance standard.
6. Measure from the center line out to the end of the flag or standard on each side to equal the total measurement. To make sure the measurement is correct, use plumb bob from tip of flag to ground where measurement was made.
7. Do a visual check to make sure that you have a diminishing alley from the perspective of the contestant entering the offset.
8. Mark bases of the standards with crayons or chalk

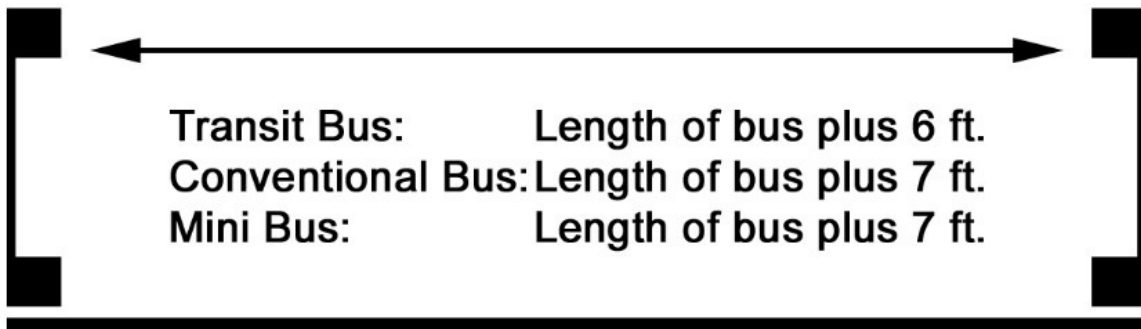
CURB LINE

Mini, Conventional & Transit 3 x the length of the bus



PARALLEL PARKING

- Stanchions will be placed the length of the bus plus 6 feet for Transit buses.
- Stanchions will be placed the length of the bus plus 7 feet for Conventional and Minibuses.



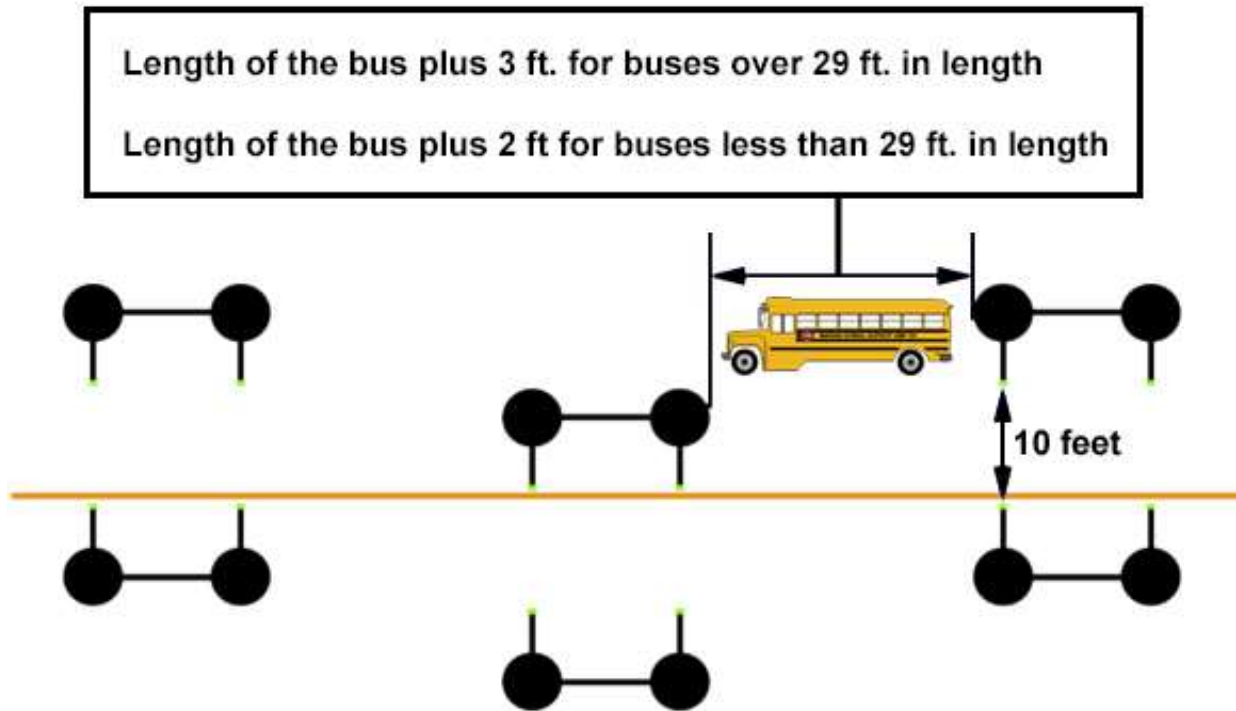
STOP LINE

LAYOUT DIRECTIONS:

1. Determine location of stop. Make sure that it does not line up with any ground reference that could be used as a marker.
2. Place a 6 ft. stop line rope on the location determined for the stop line.
3. Place a stop sign on a standard to the right of the line, but not in a location that can be used as a marker or ground reference.

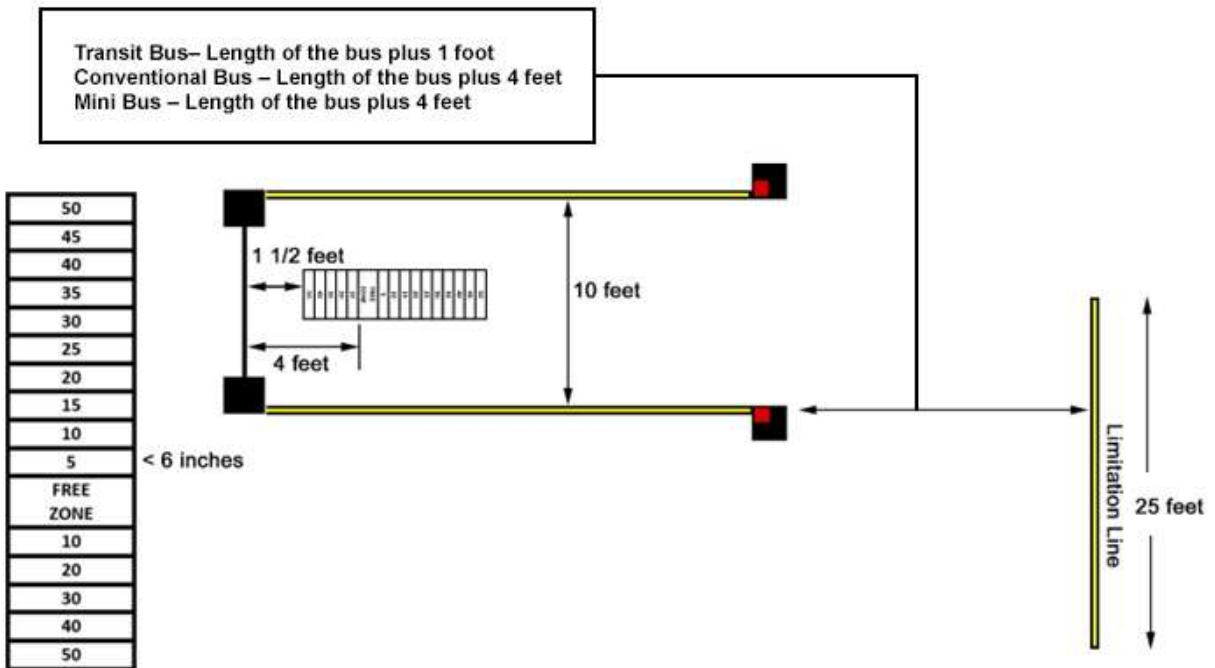


OFFSET ALLEY



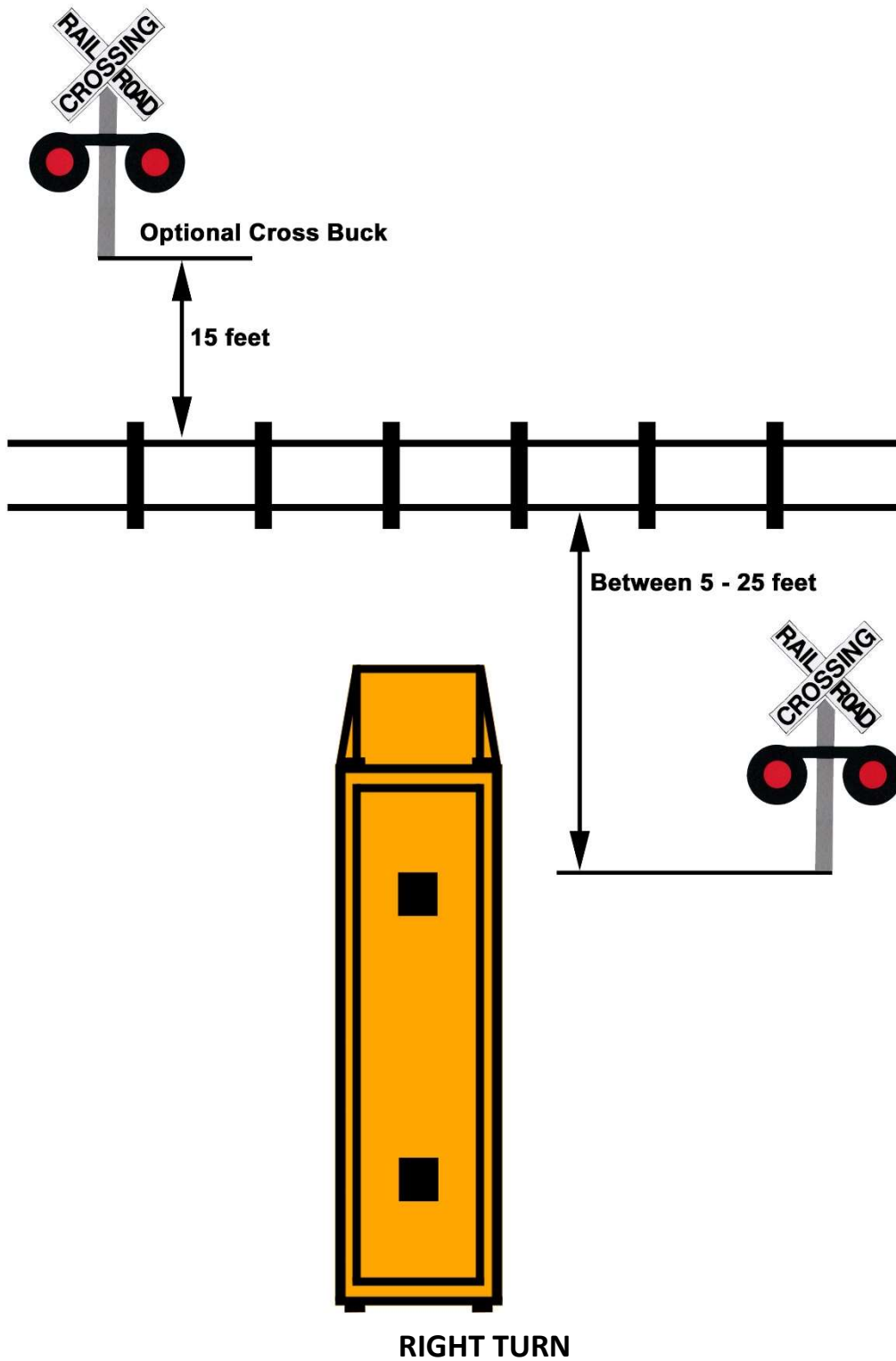
Offset Alley may be set up as a double or triple offset
Measurements remain the same
Center alley is static when adjusting outside alleys for different length buses

BACK UP ALLEY

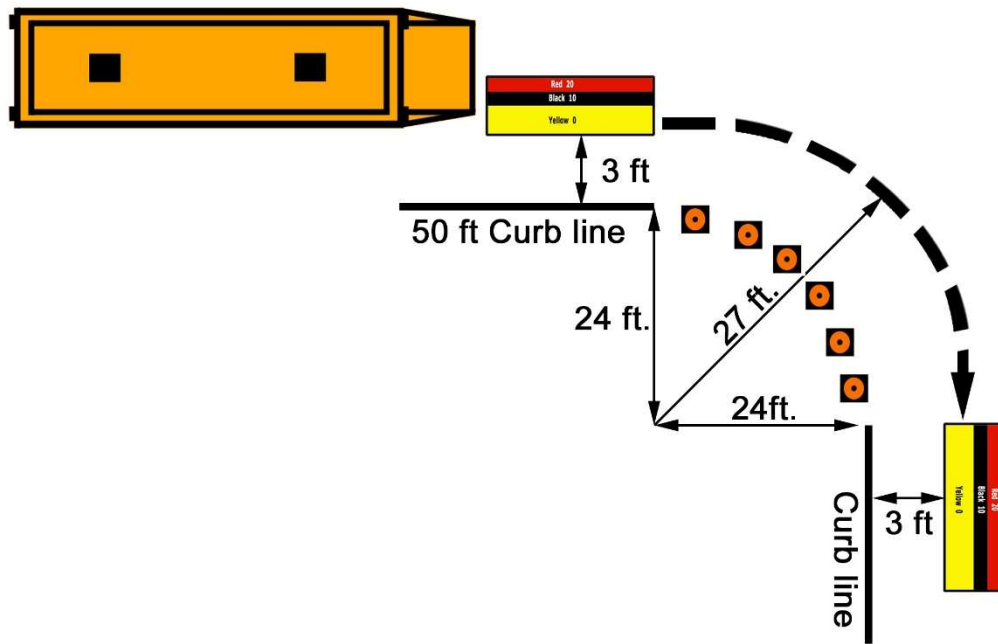


RAILROAD CROSSING

NOTE: Railroad needs to be set up with two cross bucks. On the front side, it may be placed from 5-25 feet on the right side of the road from the tracks. On the far side, the cross bucks should be set at 15 feet from the furthest rail on the left side of the road. This can be done without the cross buck on the far side.

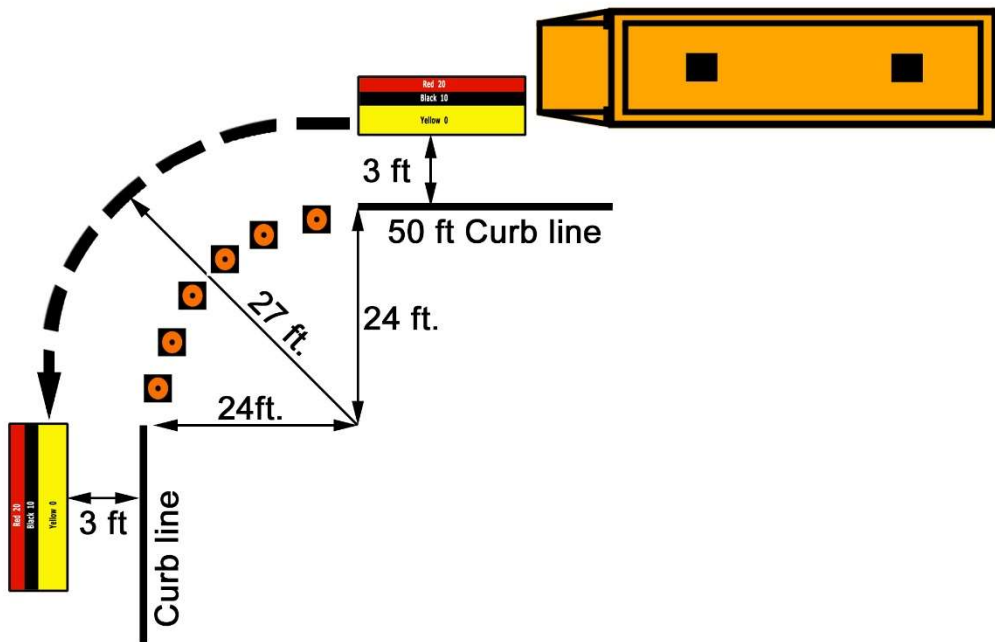


Curb to curb turning radius is 24 feet.
 Ground plate to ground plate turning radius is 27 feet.

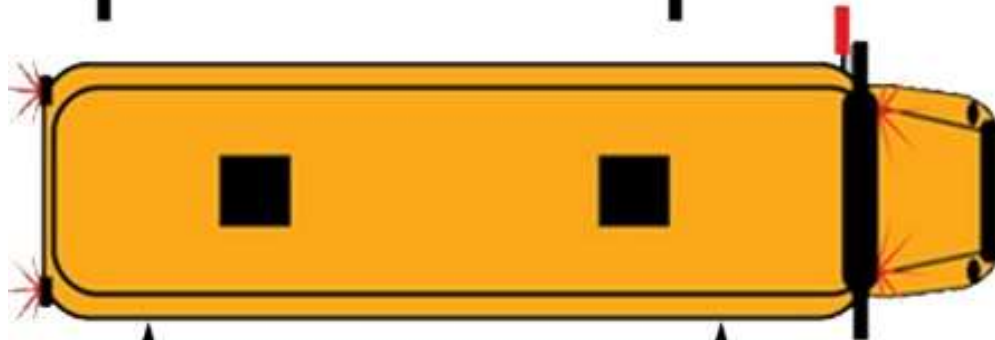
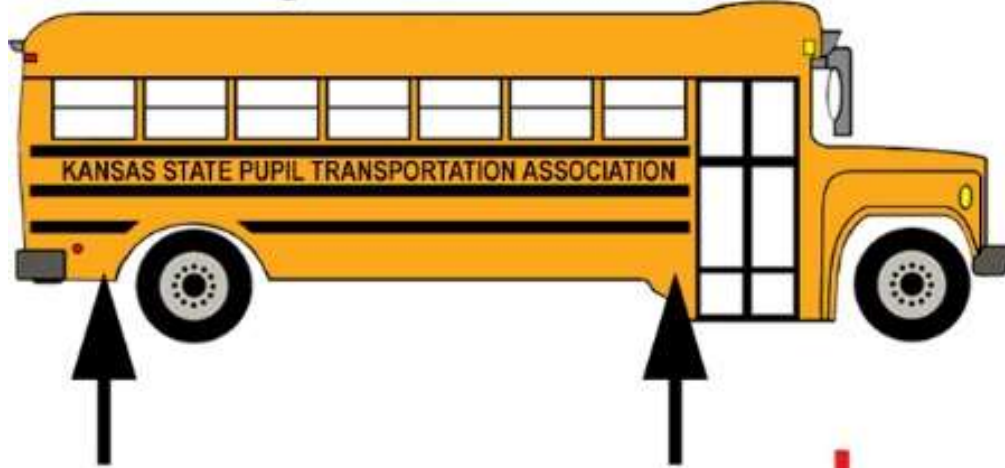


LEFT TURN

Curb to curb turning radius is 24 feet.
 Ground plate to ground plate turning radius is 27 feet.



Measuring Mini, Conventional & Transit



Measure from the widest part of the body directly behind service door and from the body directly behind the rear tire.

Proper Use of Measuring Device



Cheyenne, Decatur, Ellis, Gove, Graham,
Logan, Norton, Osborne, Phillips, Rawlins,
Rooks, Russell, Sherman, Sheridan, Smith,
Thomas, Trego, Wallace

WEST REGION

Clark, Comanche, Edwards, Finney Ford,
Grant, Gray Greeley, Hamilton, Haskell,
Hodgeman, Kearny, Kiowa, Lane, Meade,
Morton, Ness, Pawnee, Rush, Scott,
Seward, Stanton, Stevens, Wichita

Chase, Clay, Cloud, Dickinson,
Ellsworth, Geary, Jewell, Lincoln,
Marion, Marshall, Mc Pherson,
Mitchell, Morris, Ottawa, Republic,
Riley, Saline, Washington

CENTRAL REGION

Barber, Barton, Butler, Cowley,
Harper, Harvey, Kingman, Pratt,
Reno, Sedgwick, Stafford,
Sumner, Rice

Atchison, Brown, Doniphan,
Doniphan, Douglas, Franklin,
Jackson, Jefferson, Johnson,
Leavenworth, Miami, Nemaha,
Osage, Pottawatomie, Shawnee,
Wabaunsee,

EAST REGION

Allen, Anderson, Bourbon,
Chautauqua, Cherokee,
Coffey, Crawford, Elk,
Greenwood, Labette, Linn,
Lyon, Montgomery, Neosho,
Wilson, Woodson