

REPORT NUMBER: 111-MGA-03-001

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**SAFETY COMPLIANCE TESTING FOR  
FMVSS NO. 111  
SCHOOL BUS REARVIEW MIRRORS**

American Transportation Corporation  
2003 ATC IC3S530 School Bus  
NHTSA No.: C30902

PREPARED BY:  
MGA RESEARCH CORPORATION  
5000 WARREN ROAD  
BURLINGTON, WI 53105



Final Report Date: February 4, 2003

**FINAL REPORT**

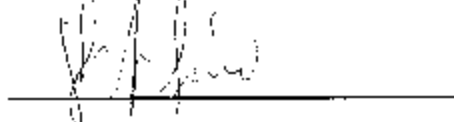
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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
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400 SEVENTH STREET, SW, ROOM 6115 (NSA-221)  
WASHINGTON, D.C. 20590

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Prepared by:  Date February 4, 2003  
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FINAL REPORT ACCEPTED BY:

  
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**Technical Report Documentation Page**

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**SECTION 1**  
**PURPOSE OF COMPLIANCE TEST**

Tests were conducted on a MY2003 American Transportation Corporation, Model No. IC3S530 School Bus, NHTSA No. C30902, in accordance with the specifications of the Office of Vehicle Safety Compliance (OVSC) Test Procedures TP-111S3-00 to determine compliance to the requirements of Federal Motor Vehicle Safety Standards (FMVSS) 111, "School Bus Rearview Mirrors."

This program is sponsored by the National Highway Traffic Safety Administration (NHTSA), under Contract No. DTNH22-02-D-01057.

**SECTION 2**  
**TEST DATA SUMMARY**

Based on the tests performed, the MY2003 American Transportation Corporation, Model No. IC3S530 School Bus, NHTSA No. C30902 appears to meet all of the requirements of FMVSS 111. See Data Sheet 1 for Test Summary on the following page.

**FMVSS 111SB, SCHOOL BUS REARVIEW MIRRORS  
TEST SUMMARY...continued**

Test Vehicle: 2003 American Transportation Corp. School Bus      NHTSA No.: C30902  
 Test Lab: MGA Research-Wisconsin Operations                      Test Date: 11/19/02

**System A Mirrors**

**A. Mirror #3 – Outside Driver Side – Unit Magnification**

	Pass/Fail	Comments
Mounting	PASS	--
Field of View	PASS	--
Surface Area	PASS	--
Reflectance	PASS	--
Unit Magnification	PASS	--

**B. Outside Passenger Side Mirror #4 – Unit Magnification**

	Pass/Fail	Comments
Mounting	PASS	--
Field of View	PASS	--
Surface Area	PASS	--
Reflectance	PASS	--
Unit Magnification	PASS	--

**C. Outside Driver Side Mirror #5 - Convex**

	Pass/Fail	Comments
Mounting	PASS	--
Field of View	PASS	--
Reflectance	PASS	--

**D. Outside Passenger Side Mirror #6 – Convex**

	Pass/Fail	Comments
Mounting	PASS	--
Field of View	PASS	--
Reflectance	PASS	--

**FMVSS 111SB, SCHOOL BUS REARVIEW MIRRORS  
TEST SUMMARY...continued**

Test Vehicle: **2003 American Transportation Corp. School Bus**      NHTSA No: **C30902**  
 Test Lab: **MGA Research-Wisconsin Operations**                      Test Date: **11/19/02**

**System B Mirrors**

**E. Mirror #1 – Driver Side Front – Cross View**

	Pass/Fail	Comments
Mounting	PASS	--
Field of View	PASS	--
Overlap with System A	PASS	--
Distance to Eye Point	PASS	--
No Surface Discontinuities	PASS	--
Surface Area	PASS	--
If Convex – Radius of Curvature	PASS	--
Radius of Curvature Label	PASS	--
Arc Separation	PASS	--
Reflectance	PASS	--

**F. Passenger Side Front Mirror #2 – Cross View**

	Pass/Fail	Comments
Mounting	PASS	--
Field of View	PASS	--
Overlap with System A	PASS	--
Distance to Eye Point	PASS	--
No Surface Discontinuities	PASS	--
Surface Area	PASS	--
If Convex – Radius of Curvature	PASS	--
Radius of Curvature Label	PASS	--
Arc Separation	PASS	--
Reflectance	PASS	--



**SECTION 3  
COMPLIANCE TEST DATA**

**FMVSS 111SB – DATA SHEET 1  
SCHOOL BUS INSPECTION AND IDENTIFICATION**

Test Vehicle: **2003 American Transportation Corp. School Bus**      NHTSA No. **C30902**  
 Test Lab: **MGA Research-Wisconsin Operations**                      Test Date: **11/19/02**

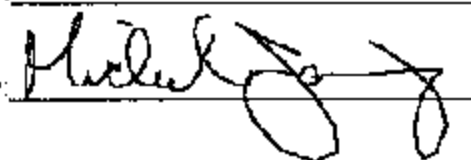
**GENERAL VEHICLE IDENTIFICATION**

VIN No.	4DRBRABN73B955119	Date of Mfg.	10/02
Chassis Manufacturer	Not Found	Date of Mfg.	Not Found
Seating Capacity (including driver)	65	GVWR	12,474 kg
Unloaded Weight	N/A	GAWR Front	4,536 kg
Cargo Weight	N/A	GAWR Rear	7,938 kg
Total Rated Load	N/A		

**DESCRIPTION OF MIRRORS**

Mirror No.	Type		Description	Manufacturer
	Unit Mag	Convex		
1			Driver Side	Rosco Mirror
2			Passenger Side	
3	X		Driver Side	
4	X		Passenger Side	
5		X	Driver Side	
6		X	Passenger Side	

Recorded By: 

Approved By: 

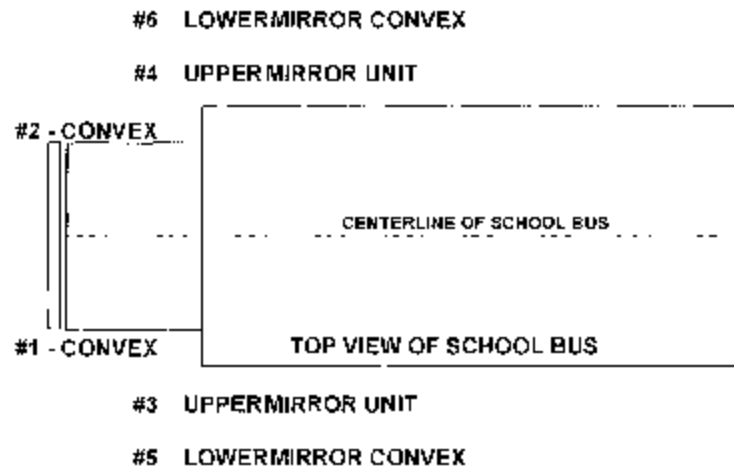
Date: February 4, 2003

**FMVSS 111SB – DATA SHEET 2  
MIRROR LOCATION AND FIELD OF VIEW**

Test Vehicle: 2003 American Transportation Corp. School Bus  
Test Lab: MGA Research-Wisconsin Operations

NHTSA No.: C30902  
Test Date: 11/19/02

**MIRROR DIAGRAM**

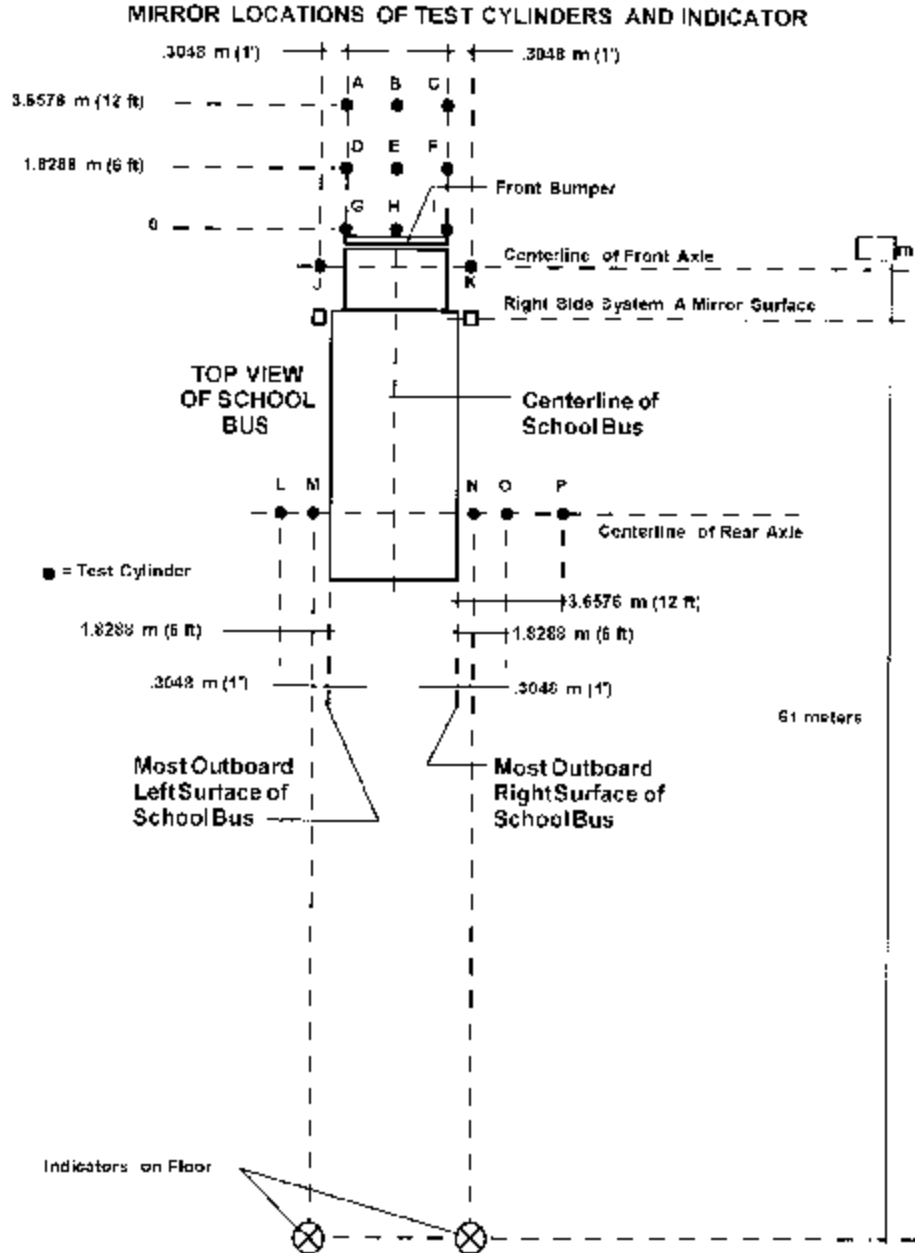


MIRROR NO.	TYPE	MIRROR SYSTEM	CYLINDERS VIEWED (entire top surface)
1	CROSS VIEW/CONVEX	B	B,C,E,F,G,H,I,J,L,M
2	CROSS VIEW/CONVEX	B	A,B,D,E,F,G,H,I,K,N,O,P
3	UNIT MAGNIFICATION	A	61 Meter INDICATOR
4	UNIT MAGNIFICATION	A	61 Meter INDICATOR
5	CONVEX	A	L,M
6	CONVEX	A	N,O,P

SEE FIGURE ON NEXT PAGE

**FMVSS 111SB – DATA SHEET 2...continued**  
**MIRROR LOCATION AND FIELD OF VIEW**

Test Vehicle: **2003 American Transportation Corp. School Bus**      NHTSA No.: **C30902**  
 Test Lab: **MGA Research-Wisconsin Operations**                      Test Date: **11/19/02**



- NOTES:**
1. The cylinders shall be a color which provides a high contrast with the surface on which the bus is parked (S13.1).
  2. The cylinders are 0.3048 m high and 0.3048 m in diameter, except for cylinder P which is 0.9144 m high and 0.3048 m in diameter.

**FMVSS 111SB DATA SHEET 2...continued  
MIRROR LOCATION AND FIELD OF VIEW**

Test Vehicle: 2003 American Transportation Corp. School Bus      NHTSA No.: C30902  
 Test Lab: MGA Research-Wisconsin Operations                      Test Date: 11/19/02

**SYSTEM A AND DIRECT VISION**

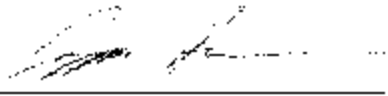
System A Mirrors	Pass/Fail
Entire top surface of cylinder N and the indicator 61 meters (200 feet) rearward of the mirror surface be viewed in the photograph	PASS
Entire top surface of cylinder M and indicator 61 meters (200 feet) rearward of the mirror surface be viewed in the photograph	PASS
Which test cylinders A through P can not be photographed directly from the driver's eye location within the semi-circle viewing area using no mirror system:	A,B,C,D,E,F,G,H, I,J,K,L,M,N,O,P

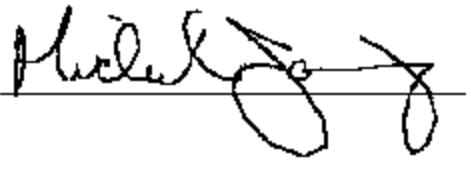
**SYSTEM B ARC'S AND DISTANCE**

Mirror Number (from data sheet 2)	Mirror Location	Distance from the Driver's Eye Point to the Center of the Mirror (cm)	3 Minutes of Arc (cm)	9 Minutes of Arc (cm)
#1	Left Front	243	0.212	--
#2	Right Front	283	0.247	0.612

Distance determined in column 3 multiplied by 0.000873 yield 3 minutes of arc, for column 4, for that mirror as viewed from the driver's eye point; the distances determined in column 3 multiplied by 0.0021618 yield 9 minutes of arc, for column 5, for that mirror as viewed from the driver's eye point. The minimum distance for any system B mirror between the driver's eye point and the center of the mirror is more than 95 centimeters (37.5 inches):

	Distance	Pass/Fail
Distance between center of System B mirror #1 and driver's eye point	243 cm	PASS
Distance between center of System B mirror #2 and driver's eye point	283 cm	PASS

Recorded By: 

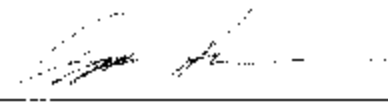
Approved By: 


Date: February 4, 2003

**FMVSS 111SB DATA SHEET 3  
FIELD OF VIEW TEST – PHOTOGRAPHS System B**

Test Vehicle: **2003 American Transportation Corp. School Bus**      NHTSA No.: **C30902**  
 Test Lab: **MGA Research-Wisconsin Operations**                      Test Date: **11/19/02**

		Pass/Fail
All test cylinders with entire top surface not directly visible from the driver's semi-circle eye location are able to be viewed with System B mirrors from the driver's semi-circle location:		PASS
All test cylinders with entire top surface not directly visible from the driver's semi circle eye location but the image can be viewed with System B mirrors. The image is separated from the edge of the effective mirror surface of the mirror providing that image by a distance of not less than 3 minutes of arc:		PASS
If the entire top surface of test cylinder is not directly visible from the driver's semi-circle eye location, the image can be viewed with System B mirrors from the driver's semi-circle eye location, where the angular size of the shortest dimension of that cylinder's image is not less than 3 minutes of arc, and the angular size of the longest dimension of that cylinder's image is not less than 9 minutes of arc:		PASS
Shortest arc length dimension	0.212 cm	
Longest arc length dimension	0.612 cm	
For each of the test cylinders whose entire top surface is not directly visible from the driver's eye location, System B provides a view of the ground that overlaps with the view of the ground provided by System A.		PASS

Recorded By: 

Approved By: 

Date: February 4, 2003

**FMVSS 111SB DATA SHEET 4  
MOUNTING ADEQUACY TEST**

Test Vehicle: **2003 American Transportation Corp. School Bus**  
 Test Lab: **MGA Research-Wisconsin Operations**

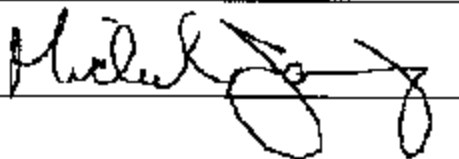
NHTSA No.: **C30902**  
 Test Date: **11/19/02**

**MOUNTING SUPPORT OF ALL MIRRORS**

Mirror No. (from data sheet 2)	Type	System	Stable Support
			Yes/No
1	Cross View/Convex	B	Yes
2	Cross View/Convex	B	Yes
3	Unit Magnification	A	Yes
4	Unit Magnification	A	Yes
5	Convex	A	Yes
6	Convex	A	Yes

	Pass/Fail
Outside mirrors free of sharp points or edges that could contribute to pedestrian injury	PASS
System B mirrors have no discontinuities in the slope of the surface of the mirror	PASS

Recorded By: 

Approved By: 

Date: February 4, 2003

**FMVSS 111SB DATA SHEET 5  
REFLECTANCE TEST - ALL MIRRORS**

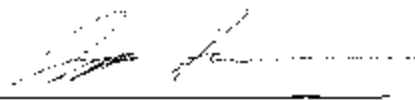
Test Vehicle: **2003 American Transportation Corp. School Bus**  
 Test Lab: **MGA Research-Wisconsin Operations**


NHTSA No.: **C30902**  
 Test Date: **11/19/02**

Mirror No.	Type	Light meter reading from calibration	Light meter reading from light reflected by mirror	Pass/Fail	Observations
1	Crossview/Convex	499.0	372.0	PASS	
2	Crossview/Convex	500.3	374.3	PASS	
3	Unit	285.4	228.2	PASS	
4	Unit	264.8	220.0	PASS	
5	Convex	512.0	377.7	PASS	
6	Convex	508.0	367.0	PASS	

Note: Reflectance (example) =  $\text{Reading (Refl)} / \text{Reading (Cal)} = 0.832 \times 100 = 83.2$  percent  
 Minimum Requirement = 35 percent

Mirror No.	Type	Reflectance	Requirement
1	Crossview/Convex	75%	>35%
2	Crossview/Convex	75%	>35%
3	Unit	80%	>35%
4	Unit	83%	>35%
5	Convex	74%	>35%
6	Convex	72%	>35%

Recorded By: 

Approved By: 

Date: February 4, 2003



**FMVSS 111SB DATA SHEET 6  
UNIT MAGNIFICATION/CONVEX MIRROR TEST - ALL MIRRORS**

Test Vehicle: **2003 American Transportation Corp. School Bus**    NHTSA No.: **C30902**  
 Test Lab: **MGA Research-Wisconsin Operations**                      Test Date: **11/19/02**

**CONVERSION DATA TABLE FROM SPHEROMETER DIAL  
READING TO RADIUS OF CURVATURE**

**MIRROR NO. 1 (CONVEX)**

Test Position	Dial Readings (inches)	Radius of Curvature (mm)	Deviation Between the Average Radius of Curvature and the Test Position Radius of Curvature (mm)	Percent Deviation from the Average Radius of Curvature
1	0.05340	134.5	45.2	33.6 %
2	0.03540	202.3	-22.6	11.2 %
3	0.02825	253.2	-73.5	29.0 %
4	0.04865	146.5	32.2	21.8 %
5	0.05075	141.4	38.3	27.1 %
6	0.03575	200.3	-20.6	10.3 %
7	0.04930	145.5	34.2	23.5 %
8	0.03040	235.4	-55.7	23.7 %
9	0.05435	132.1	47.6	36.0 %
10	0.03490	205.1	-25.4	12.4 %
Avg. Radius of Curvature – the Summation of Column 3 divided by 10 <u>179.7 mm</u>			Greatest Percent Deviation from the Average Radius of Curvature, Column 5 <u>36.0%</u>	

**MIRROR NO. 2 (CONVEX)**

Test Position	Dial Readings (inches)	Radius of Curvature (mm)	Deviation Between the Average Radius of Curvature and the Test Position Radius of Curvature (mm)	Percent Deviation from the Average Radius of Curvature
1	0.05380	133.5	46.1	34.5 %
2	0.03570	200.6	-21.0	10.5 %
3	0.02695	265.4	-85.8	32.3 %
4	0.04865	147.5	32.1	21.8 %
5	0.05110	140.4	39.2	27.9 %
6	0.03565	200.8	-21.2	10.6 %
7	0.04870	147.3	32.3	21.9 %
8	0.03170	225.8	-46.2	20.5 %
9	0.05420	132.5	47.1	35.5 %
10	0.03535	202.5	-22.9	11.3 %
Avg. Radius of Curvature – the Summation of Column 3 divided by 10 <u>179.6 mm</u>			Greatest Percent Deviation from the Average Radius of Curvature, Column 5 <u>35.5%</u>	

**FMVSS 111SB DATA SHEET 6...continued**  
**UNIT MAGNIFICATION/CONVEX MIRROR TEST - ALL MIRRORS**

Test Vehicle: 2003 American Transportation Corp. School Bus    NHTSA No. C30902  
 Test Lab: MGA Research-Wisconsin Operations    Test Date: 11/19/02

**CONVERSION DATA TABLE FROM SPHEROMETER DIAL  
 READING TO RADIUS OF CURVATURE**

**MIRROR NO. 3 (UNIT MAGNIFICATION)**

Test Position	Dial Readings (inches)	Radius of Curvature (mm)	Deviation Between the Average Radius of Curvature and the Test Position Radius of Curvature (mm)	Percent Deviation from the Average Radius of Curvature
1	0.00000	N/A	N/A	N/A
2	0.00100	N/A	N/A	N/A
3	0.00000	N/A	N/A	N/A
4	0.00000	N/A	N/A	N/A
5	0.00000	N/A	N/A	N/A
6	0.00000	N/A	N/A	N/A
7	0.00000	N/A	N/A	N/A
8	0.00100	N/A	N/A	N/A
9	0.00000	N/A	N/A	N/A
10	0.00000	N/A	N/A	N/A
Avg. Radius of Curvature – the Summation of Column 3 divided by 10 N/A			Greatest Percent Deviation from the Average Radius of Curvature, Column 5 N/A	

**MIRROR NO. 4 (UNIT MAGNIFICATION)**

Test Position	Dial Readings (inches)	Radius of Curvature (mm)	Deviation Between the Average Radius of Curvature and the Test Position Radius of Curvature (mm)	Percent Deviation from the Average Radius of Curvature
1	0.00000	N/A	N/A	N/A
2	0.00000	N/A	N/A	N/A
3	0.00000	N/A	N/A	N/A
4	0.00000	N/A	N/A	N/A
5	0.00000	N/A	N/A	N/A
6	0.00000	N/A	N/A	N/A
7	0.00000	N/A	N/A	N/A
8	0.00000	N/A	N/A	N/A
9	0.00000	N/A	N/A	N/A
10	0.00000	N/A	N/A	N/A
Avg. Radius of Curvature – the Summation of Column 3 divided by 10 N/A			Greatest Percent Deviation from the Average Radius of Curvature, Column 5 N/A	

**FMVSS 111SB DATA SHEET 6...continued**  
**UNIT MAGNIFICATION/CONVEX MIRROR TEST – ALL MIRRORS**

Test Vehicle: **2003 American Transportation Corp. School Bus**    NHTSA No.: **C30902**  
 Test Lab: **MGA Research-Wisconsin Operations**                      Test Date: **11/19/02**

**CONVERSION DATA TABLE FROM SPHEROMETER DIAL  
 READING TO RADIUS OF CURVATURE**

**MIRROR NO. 5 (CONVEX)**

Test Position	Dial Readings (inches)	Radius of Curvature (mm)	Deviation Between the Average Radius of Curvature and the Test Position Radius of Curvature (mm)	Percent Deviation from the Average Radius of Curvature
1	0.01205	593.0	90.5	18.0 %
2	0.01480	482.9	-19.6	3.9 %
3	0.01445	491.6	7.9	1.5 %
4	0.01450	492.9	-9.6	1.9 %
5	0.01450	492.9	-9.6	1.9 %
6	0.01445	494.6	-7.9	1.5 %
7	0.01480	482.9	-19.6	3.9 %
8	0.01435	498.0	-4.5	0.9 %
9	0.01465	487.8	-14.7	2.9 %
10	0.01415	505.0	2.5	5.0 %
Avg. Radius of Curvature – the Summation of Column 3 divided by 10 502.5 mm			Greatest Percent Deviation from the Average Radius of Curvature, Column 5 18.0%	

**MIRROR NO. 6 (CONVEX)**

Test Position	Dial Readings (inches)	Radius of Curvature (mm)	Deviation Between the Average Radius of Curvature and the Test Position Radius of Curvature (mm)	Percent Deviation from the Average Radius of Curvature
1	0.01120	638.0	10.1	1.6 %
2	0.01135	629.5	18.6	3.0 %
3	0.01095	652.5	-4.4	0.7 %
4	0.01100	649.6	-1.5	0.2 %
5	0.01125	635.1	13.0	2.0 %
6	0.01180	605.6	42.5	7.0 %
7	0.01010	707.4	-59.3	8.4 %
8	0.01015	703.9	-55.8	7.9 %
9	0.01120	638.0	10.1	1.6 %
10	0.01150	621.3	26.8	4.3 %
Avg. Radius of Curvature – the Summation of Column 3 divided by 10 648.1 mm			Greatest Percent Deviation from the Average Radius of Curvature, Column 5 8.4%	

**FMVSS 111SB DATA SHEET 6...continued  
UNIT MAGNIFICATION/CONVEX MIRROR TEST – ALL MIRRORS**

Test Vehicle: **2003 American Transportation Corp. School Bus**      NHTSA No.: **C30902**  
 Test Lab: **MGA Research-Wisconsin Operations**                      Test Date: **11/19/02**

**UNIT MAGNIFICATION IN SYSTEM A**

	Pass/Fail
At least one System A Mirror on the left and right sides of the bus is unit magnification -0 Radius of Curvature	PASS


**AVERAGE RADIUS OF CURVATURE  
OF CONVEX MIRRORS USED IN SYSTEM B**

Mirror No.	Radius of Curvature	If needed, wording printed properly* Pass/Fail
1	179.7 mm	PASS
2	179.6 mm	PASS

\* If any of the Convex Mirrors in System B have an average radius of curvature less than 889 mm, then the following words must be printed on a label in type face and color that are clear and conspicuous to the driver:

"Use cross view mirrors to view pedestrians while bus is stopped. Do not use these mirrors to view traffic while bus is moving, images in such mirrors do not accurately show another vehicle's location."

Recorded By: 

Approved By: 

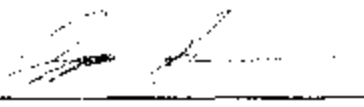
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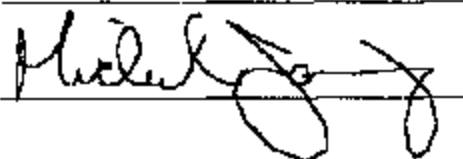
**FMVSS 111SB DATA SHEET 7  
MIRROR REFLECTIVE SURFACE AREA TEST  
SYSTEM A & B**

Test Vehicle: **2003 American Transportation Corp. School Bus**      NHTSA No.: **C30902**  
 Test Lab: **MGA Research-Wisconsin Operations**                      Test Date: **11/19/02**

**DATA TABLE FOR SURFACE AREA**

System A Mirrors Mirror No.	Area	Requirement Min. 323 cm <sup>2</sup>	Pass/Fail
3	384 cm <sup>2</sup>	323 cm <sup>2</sup>	PASS
4	384 cm <sup>2</sup>	323 cm <sup>2</sup>	PASS
System B Mirrors Mirror No.	Area	Requirement Min. 258 cm <sup>2</sup>	Pass/Fail
1	543 cm <sup>2</sup>	258 cm <sup>2</sup>	PASS
2	543 cm <sup>2</sup>	258 cm <sup>2</sup>	PASS

Recorded By: 

Approved By: 

Date: February 4, 2003

**SECTION 4  
INSTRUMENTATION AND EQUIPMENT LIST**

**SECTION 4  
INSTRUMENTATION AND EQUIPMENT LIST**

Test Vehicle: 2003 American Transportation Corp. School Bus    NHTSA No: C30902  
 Test Lab: MGA Research-Wisconsin Operations                      Test Date: 11/19/02

	Digital Caliper	Light Meter	Tape Measure	Spherometer
Make	Starrett	AEMC	Stanley	MGA
Model	721	CA813	Powerlock	001
Serial # (s)	00410129	04_1017Y	SN:01	001
Range	0-150 mm	2000fc, 2000lux	0-8 m	$2.25 \times 10^{13}$ ( $\text{cm}^{-2} \text{Hz}^{-1/2}$ ) + W
Accuracy	01 mm	0.0 fc or 0.01 lux	1 mm	$1. \times 10^{-3}$ W/H <sup>1/2</sup>
Cal. Date	8/22/02	11/8/02	10/28/02	Daily when used
Cal. Due Date	2/22/03	2/8/03	4/28/03	N/A

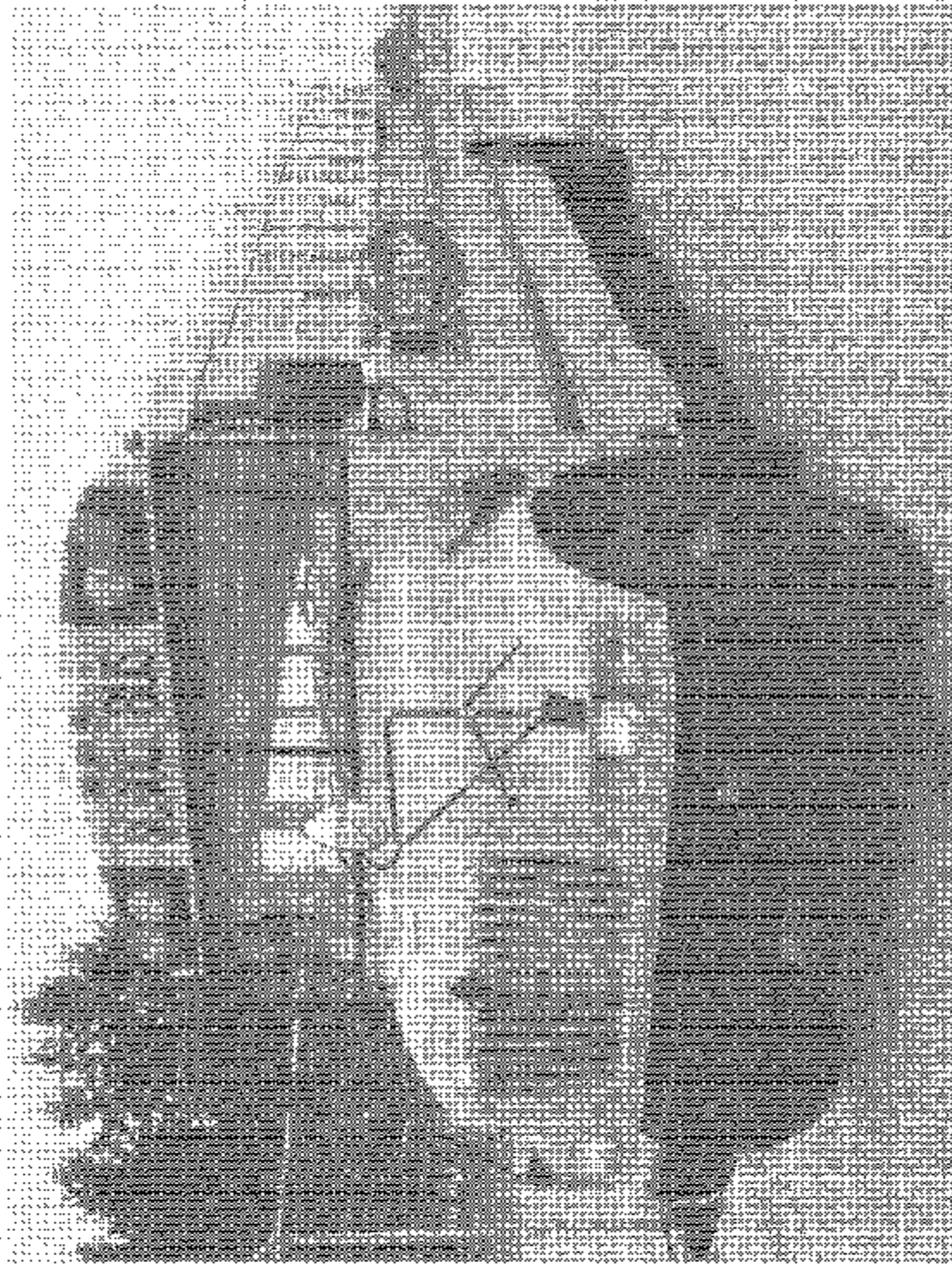
**SECTION 5  
PHOTOGRAPHS**



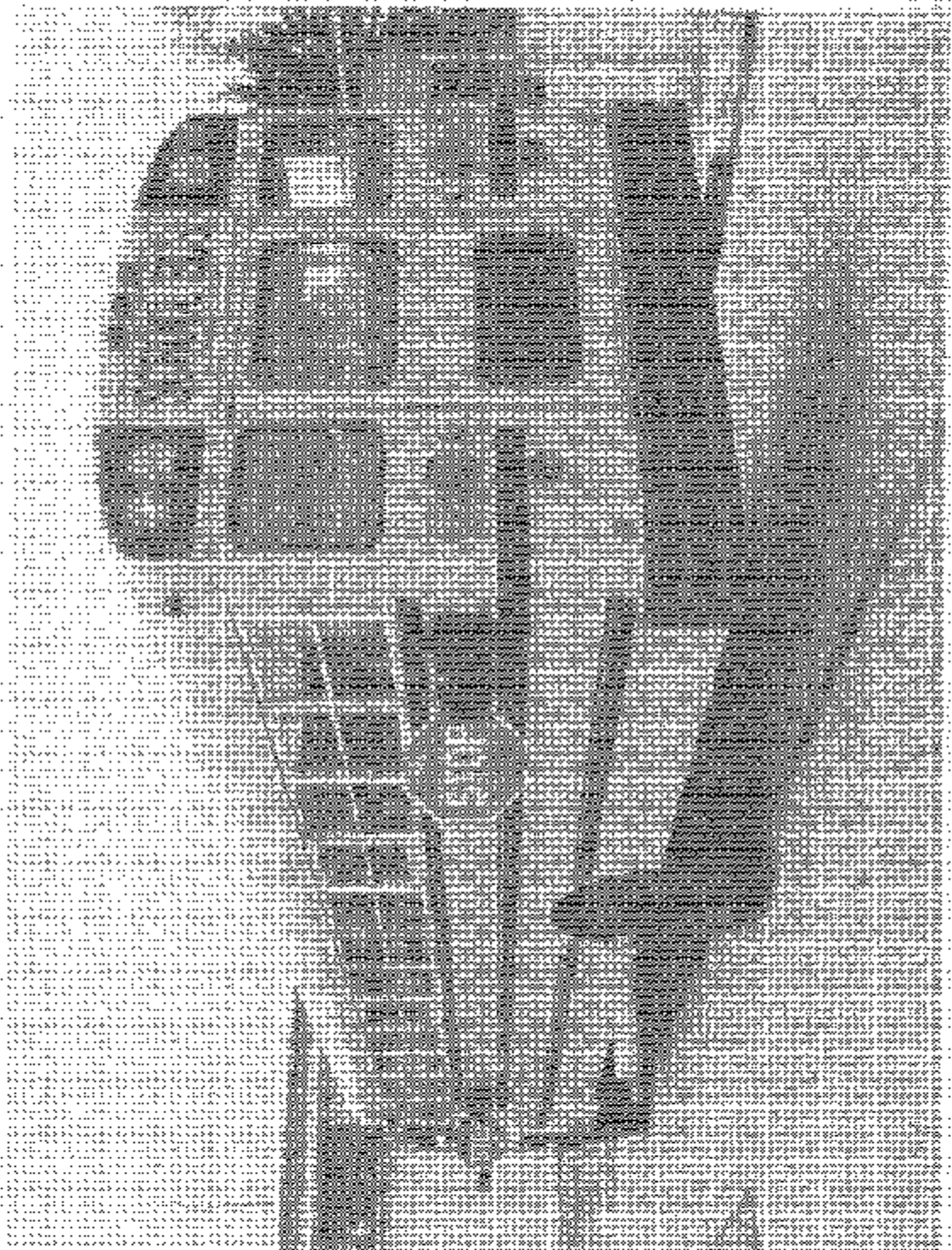
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Note: Photographs may not accurately represent view used for compliance verification.



Test Vehicle: 2015 American Transporthutkel Corp. IC35550 Photograph 4  
Procedure: FMVSS #11 Throat Quarter Test From View of School Bus  
NHTSA No. C60002



Photograph 2

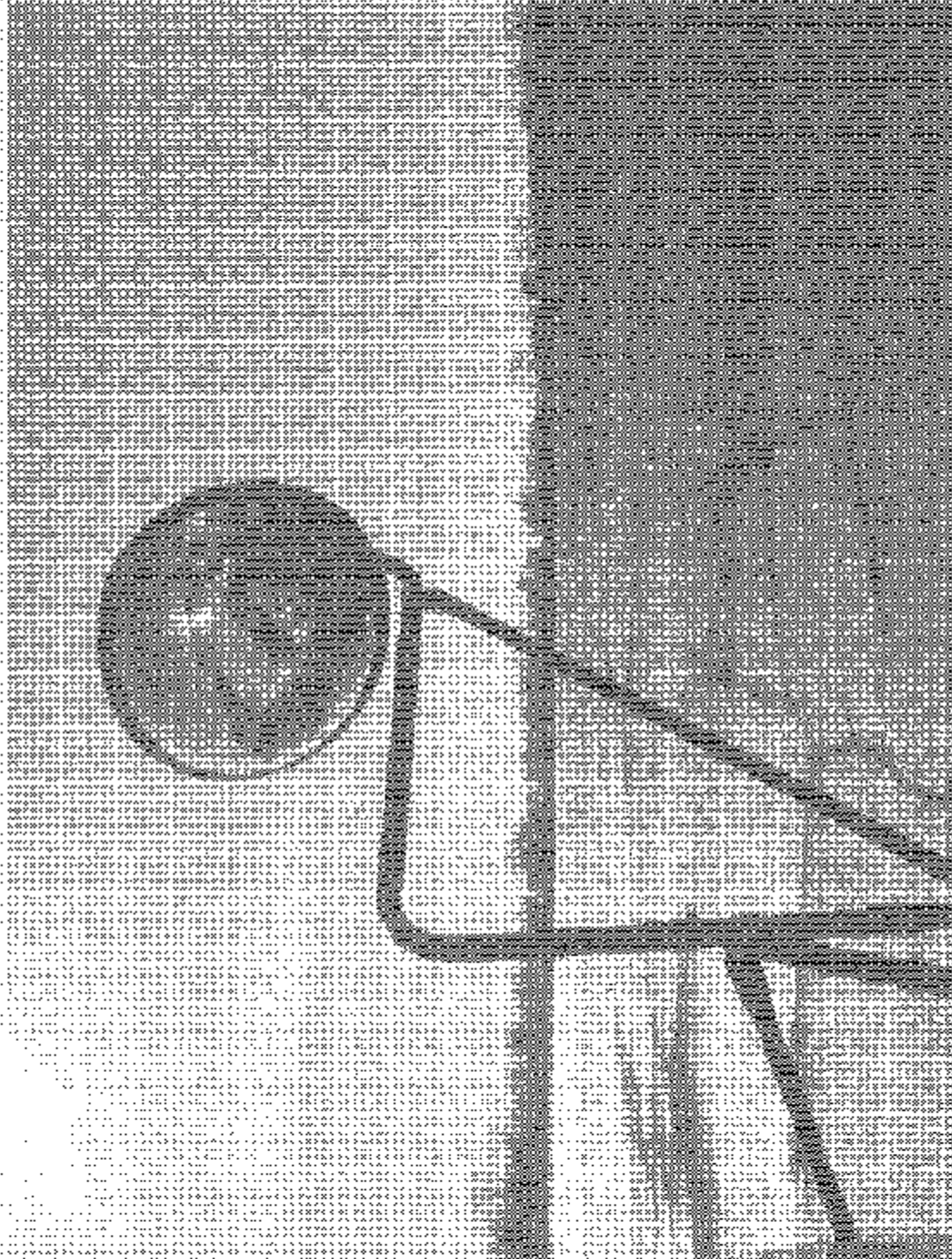
Fort Vehicle 2054 American Transportation Co. 1035539

Procedure 8 MV 85 114

NHTSA No. C38992

Three-Quarter Left Side View of Symbol 1515





Test Vehicle : 2002 American Transportation Corp. (C36610) : Photograph 4  
Procedure : FAYSB 111 : Right Front Cross View (Left of Direction)  
NHTSA No. : CE0502



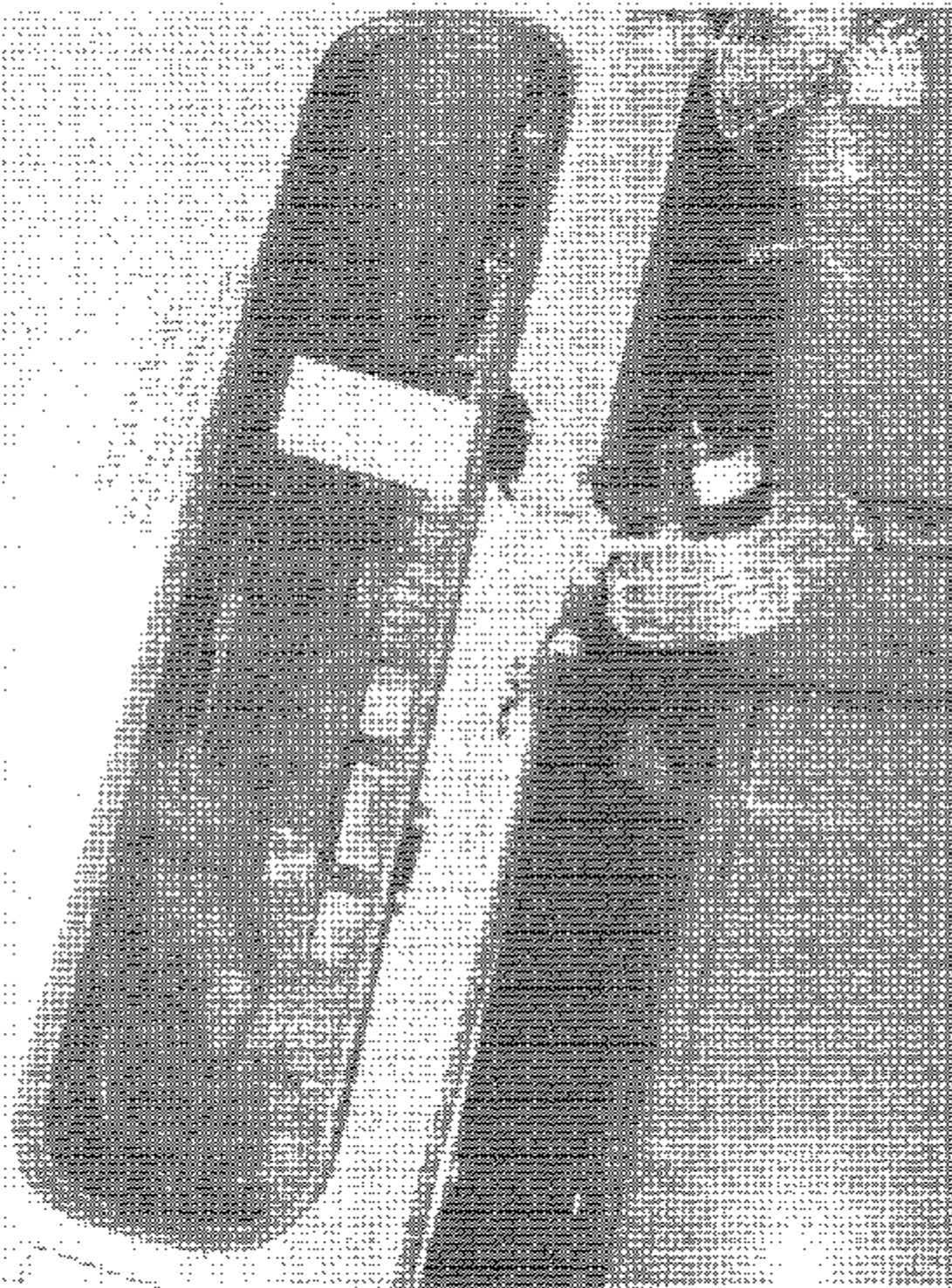
Test Vehicle: 2003 American Transportation Corp. 1085530

Photograph 5

Procedure: FMVSS 111

Passenger Side Rearview Mirror and Mounting

NHTSA No: C30402



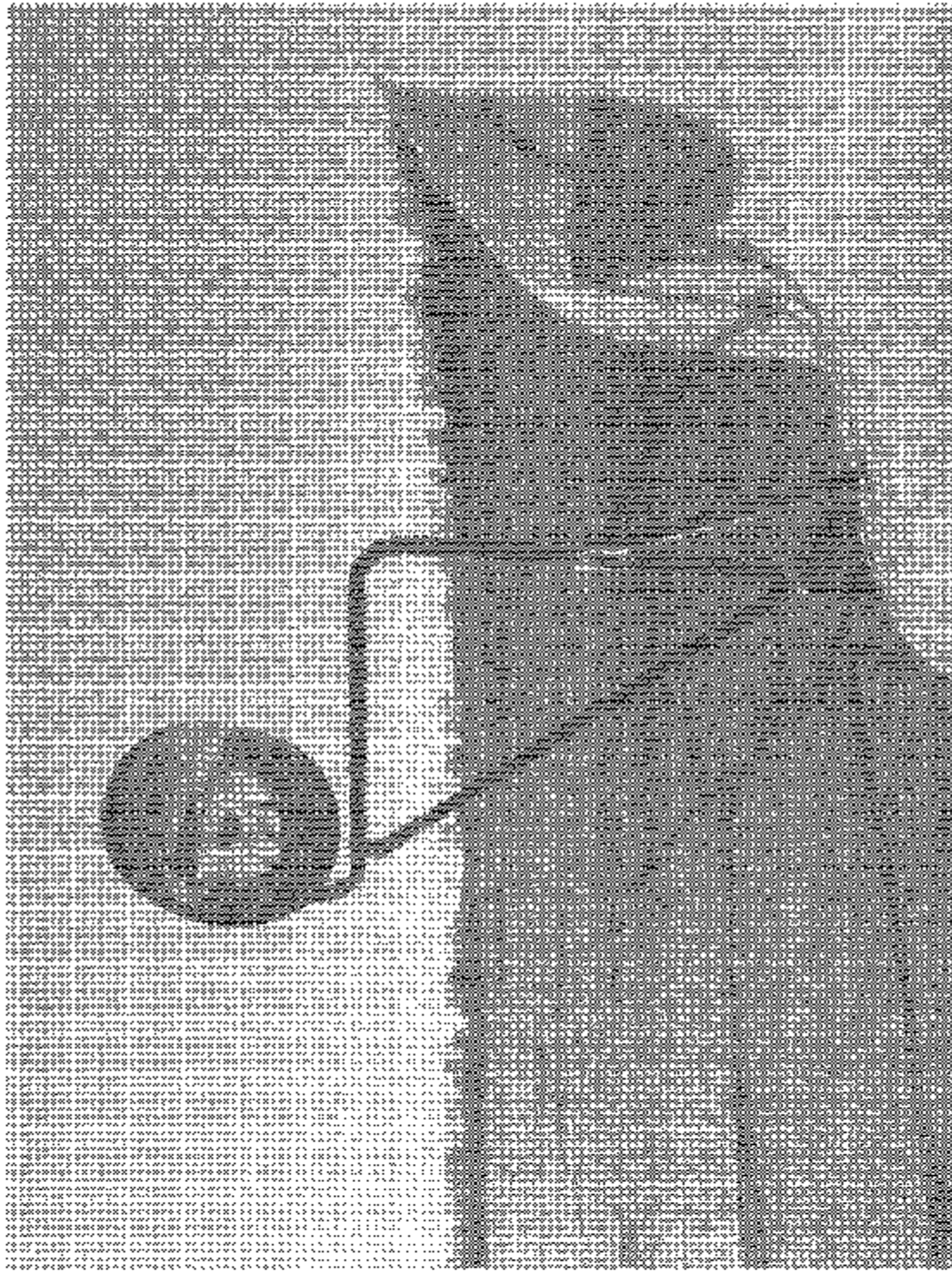
Test Vehicle: 2000 American Transportation Corp. K35560

Procedure: FMVSS 111

NHTSA No. C36062

Photograph 6

Test: Review of Power and Mounting



Test Vehicle: 2001 American Intrepid/Corvair Corp. C18559

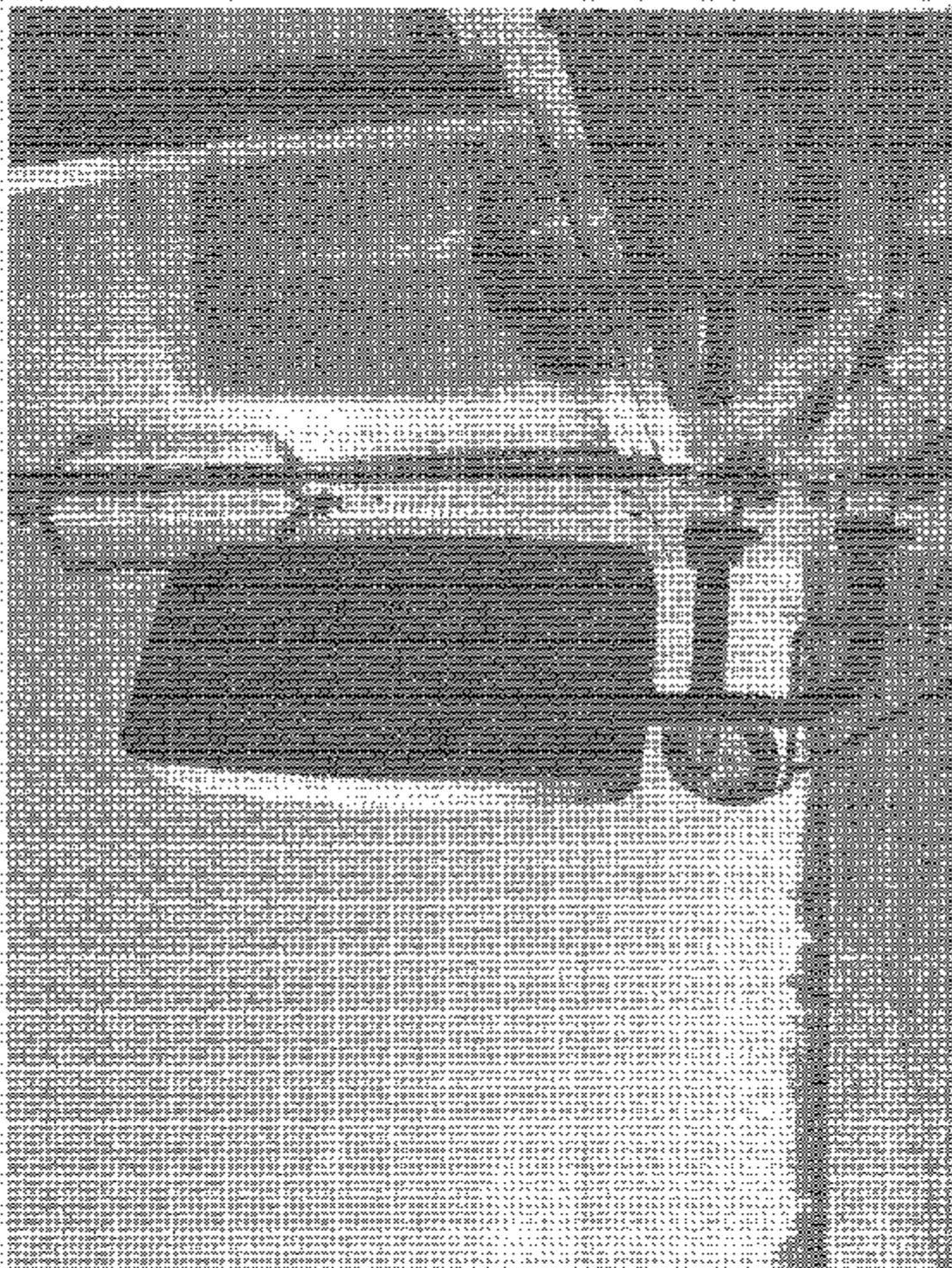
Photograph 7.

Procedure: FMVSS 111

Left Front Cross View Mirror and Mounting

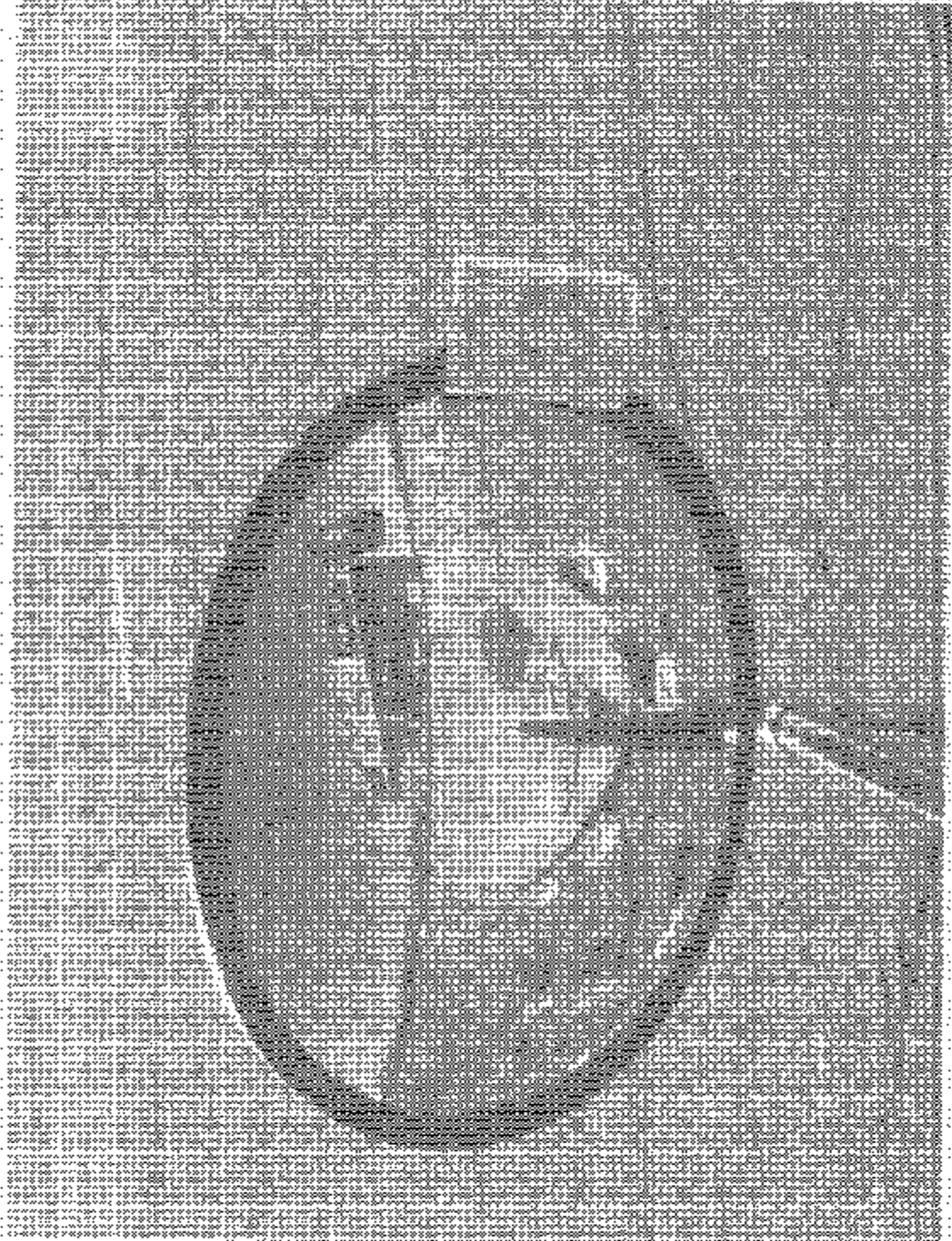
NHTSA No. C51692



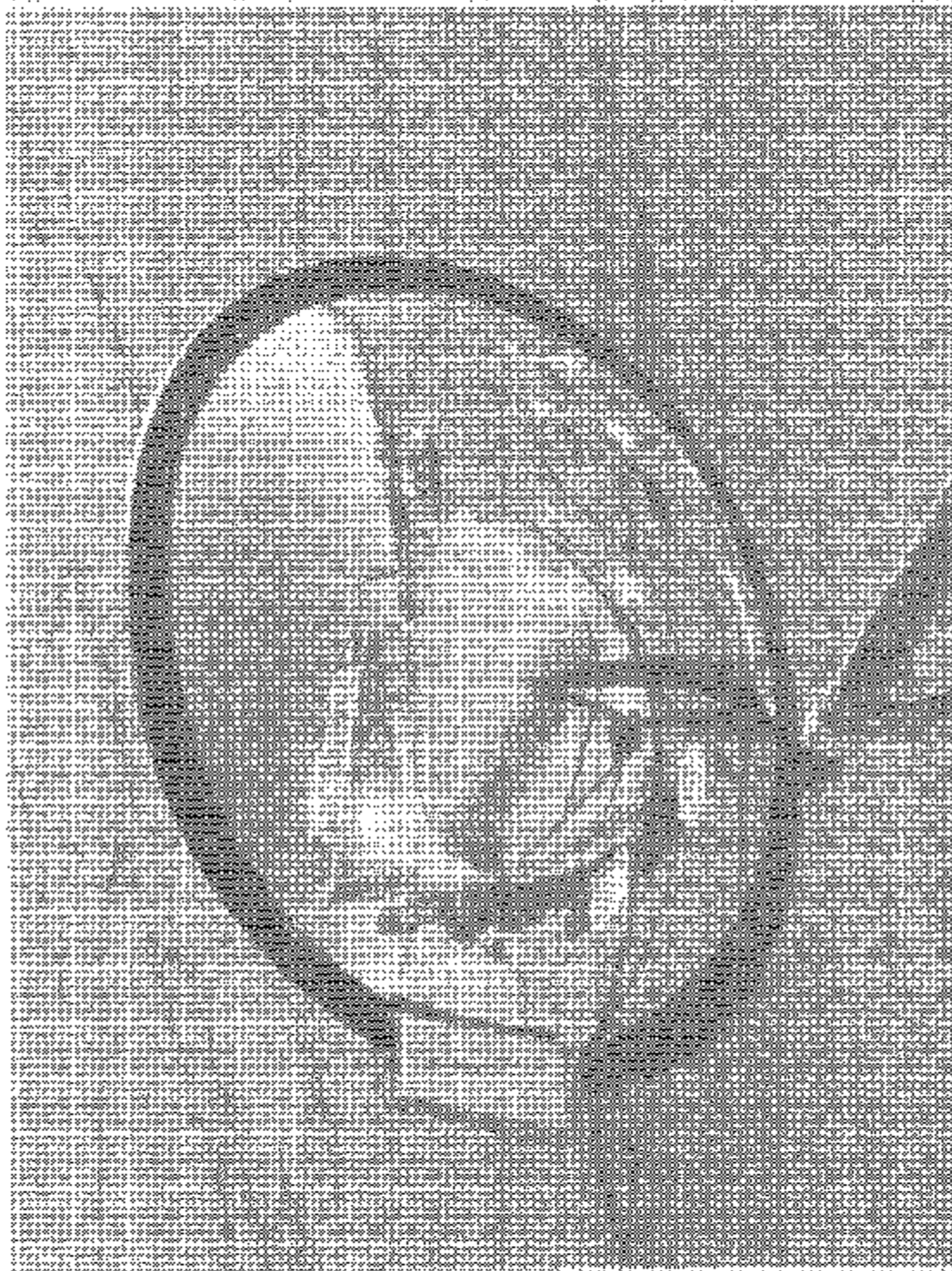


Test Vehicle: 2001 American Transportation Corp. IC35539      Photograph N  
Description: #MV55 111      Divul. Exe. Restrikt. Meror und Neuzulass  
NFTSA No.: C70862



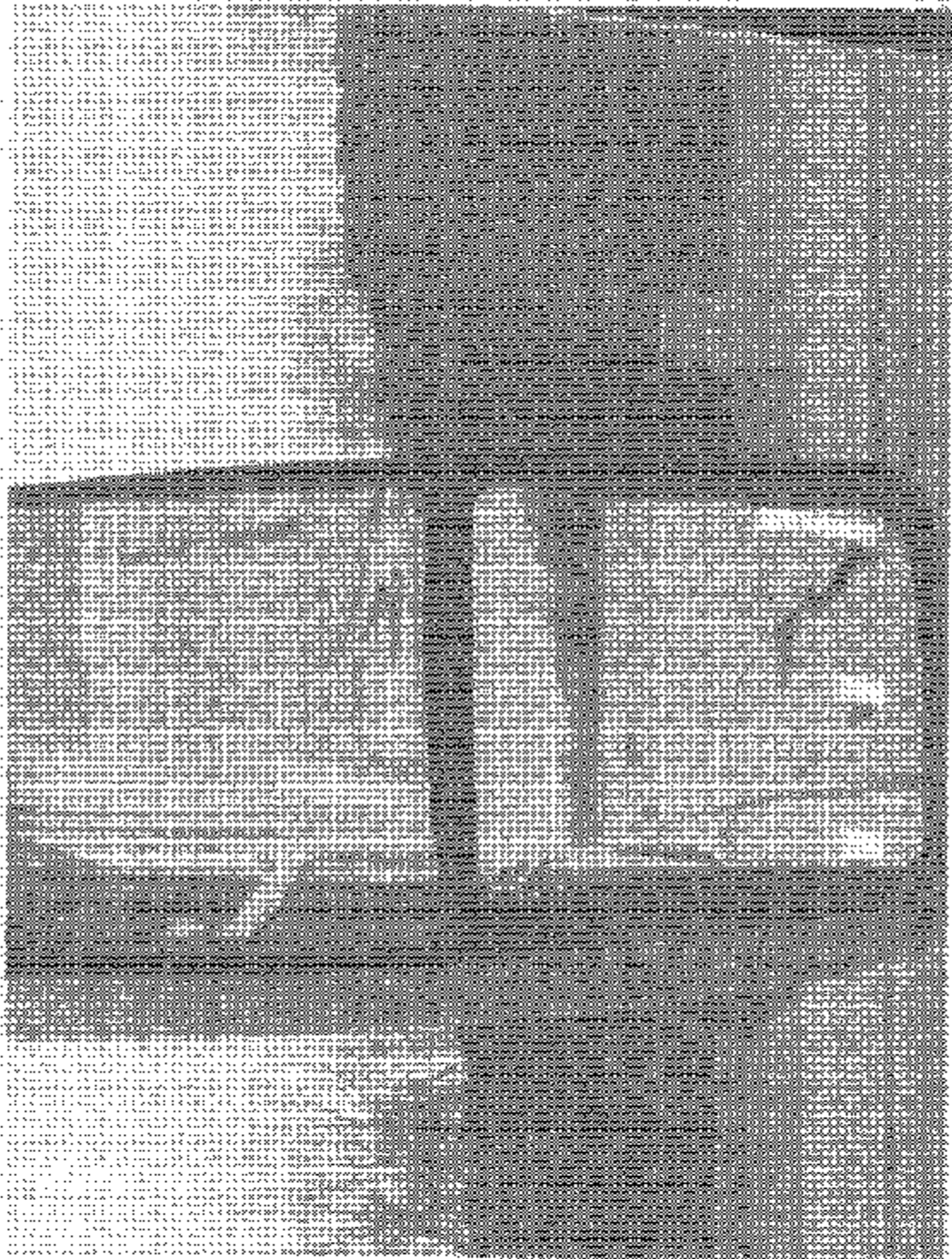


Test Vehicle: 2003 American Transportation Corp. IC35530      Photograph 10  
Provider: FMVSS 151      Micro: #2 System 2 Field of View  
NHTSA No.: C38902

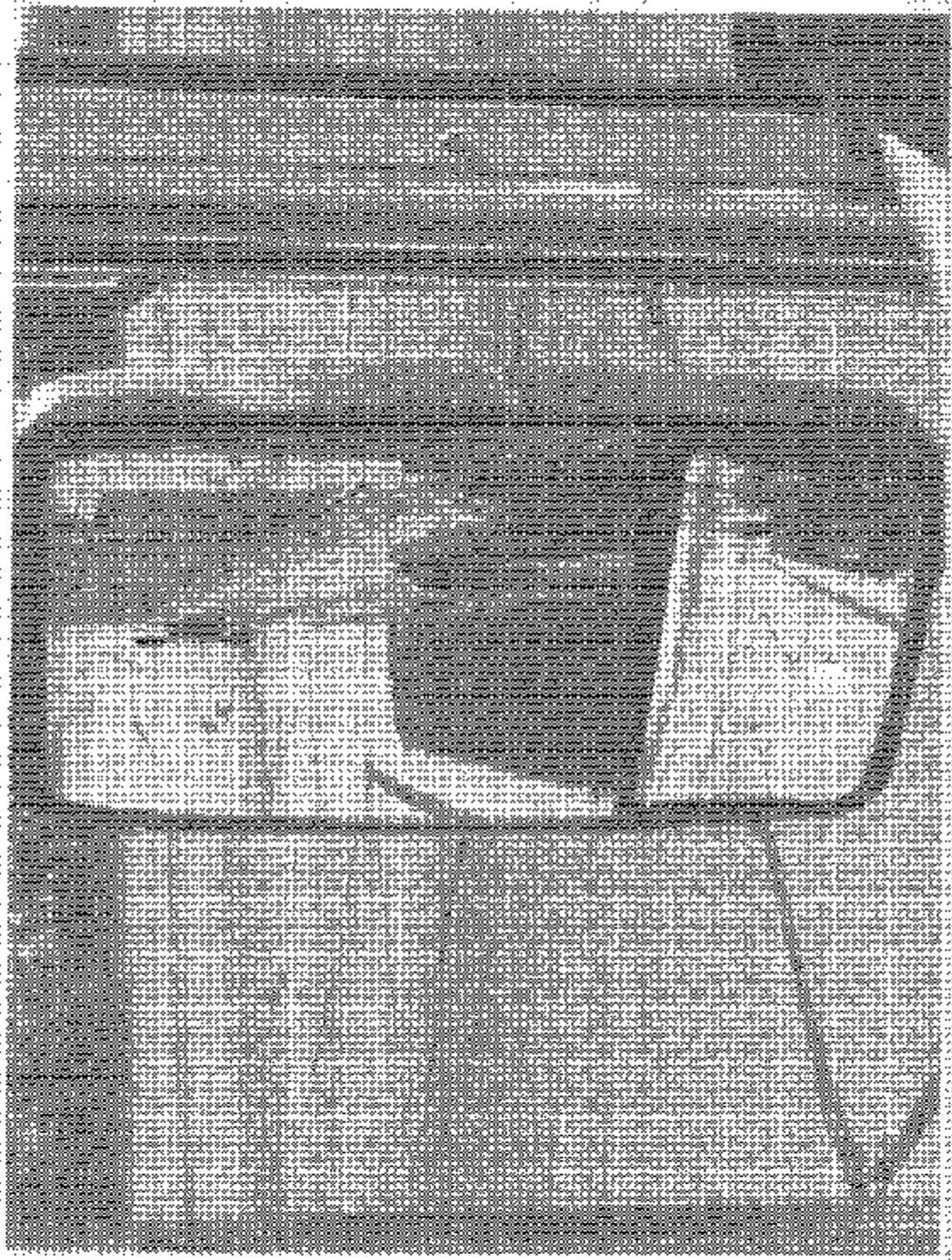


Photograph 11:  
Munich #1 System B Field of View

Incident Vehicle: 2002 American Transportation Corp. IC89530  
Procedure: PAM09 111  
NHTSA No.: C00902



Test Vehicle : 2005 American Transportation Corp. (C39830) Photograph 12  
Procedure : PAVSS 114 Mirror #4 and #5 System A Field of View  
NHFA No : C29962



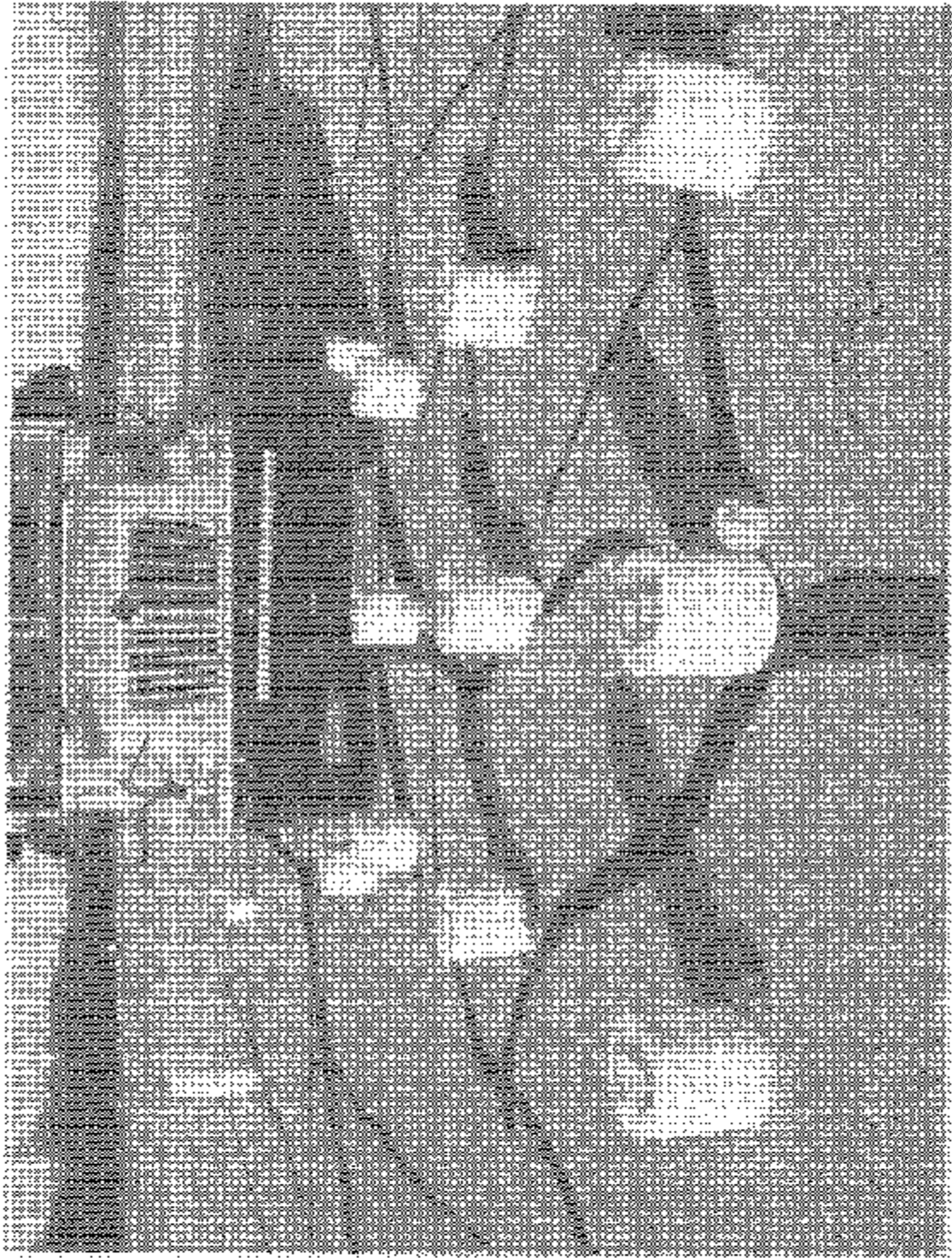
Test Vehicle: 2003 American Transportation Corp. ICSS-520

Photograph 13:

Items #9 and #5 System A Field of View

Procedure: FMVSS 111

NHTSA File: C00002



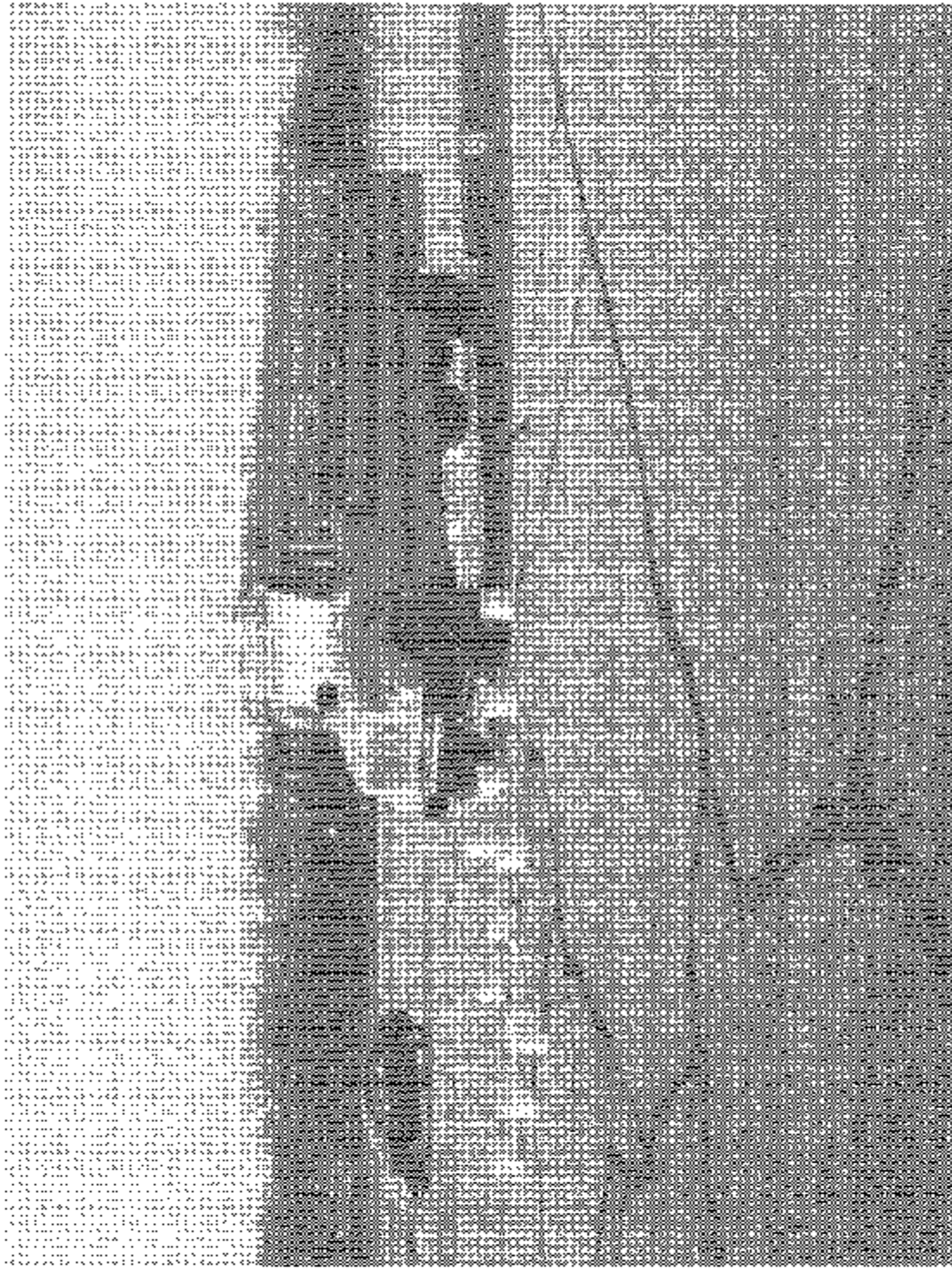
Test Vehicle: 2006 American Transportation Corp. IC35530

Procedure: F4VSS 411

NHTSA No: CS0902

Photograph 14:

View of Car Setup Function



TUR Yuhubi: 2003 American Transportation Corp. IC15533d

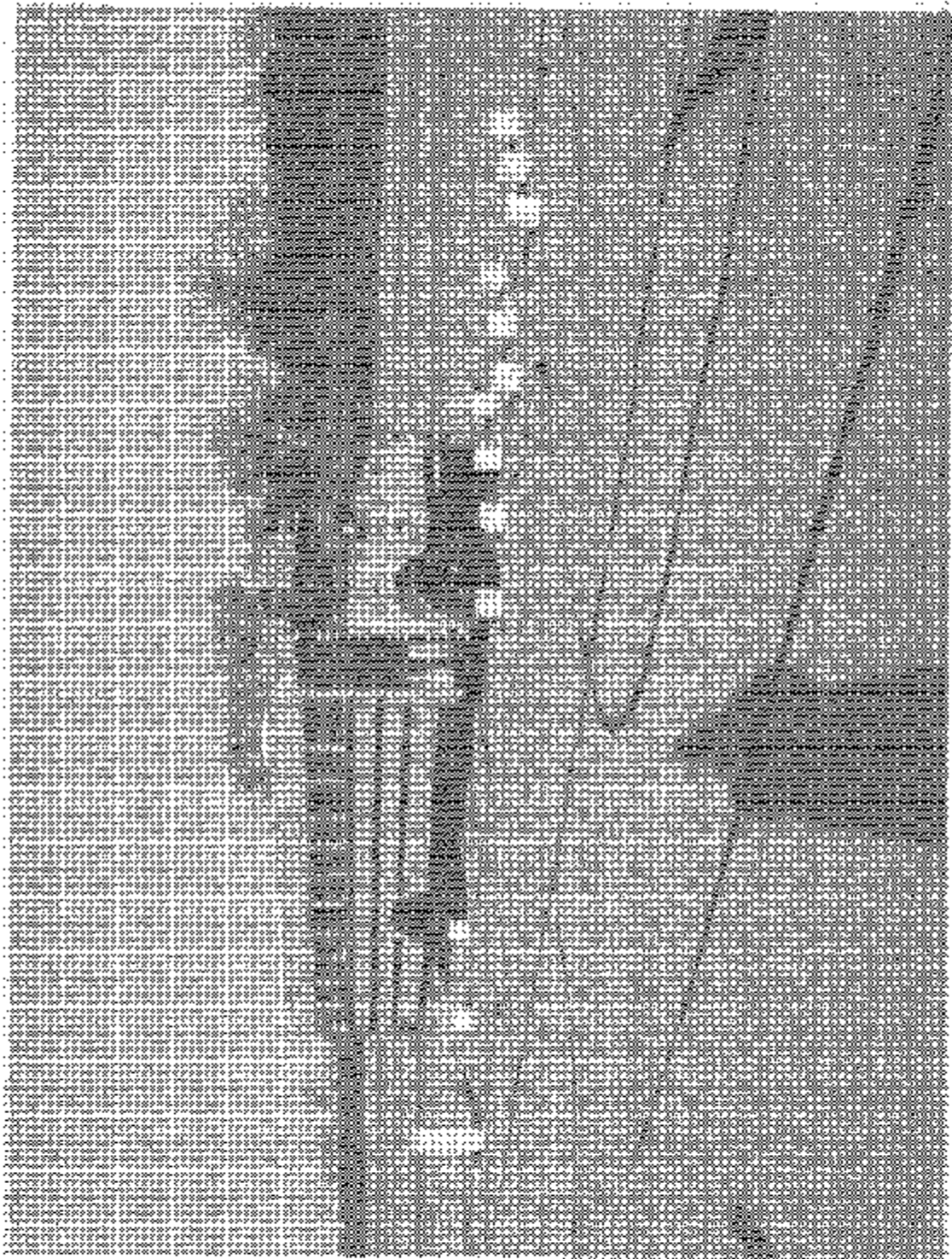
Photograph 13.

Procedure: FMYSS-111

Texas Quarter Left Front View of Core Slabup

NHTSA No. C20002





Test Vehicle: Ford American Transportation Corp. (C35537) Photograph 15  
Procedure: PAV58 111  
NHISA NO: C40902  
Trans-Quintec Regis Front View of Corner Detail



1000 American Transportation Corp. (CJ5532)      Photograph 17  
Processed      FIM55 (1)      1000 American Transportation Corp. (CJ5532)  
N.F. 554 (1)      C30900

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THIS VEHICLE CO  
APPLICABLE FEB  
VEHICLE SAFETY  
EFFECT ON THE I  
MANUFACTURE'S  
VEHICLE IDENTIFICATION  
NUMBER (VIN)  
VEHICLE TYPE  
VEHICLE WEIGHT

**ATTENTION DRIVER!**  
USE CROSS-VIEW MIRRORS TO VIEW  
PEDESTRIANS WHILE BUS IS STOPPED.  
DO NOT USE THESE MIRRORS TO VIEW  
TRAFFIC WHILE BUS IS MOVING. IMAGES  
IN SUCH MIRRORS DO NOT ACCURATELY  
SHOW ANOTHER VEHICLE'S LOCATION.  
THE FAWCETT™ CROSS-VIEW MIRROR SYSTEM BY  
RESCO INC. JAMAICA, NY 11409 TEL: 718-264-2461

Test Vehicle: 2003 American Transportation Corp. IC3S530      Photograph 18:  
Procedure: FMVSS 111      Label for Cross View Mirror Warning  
NHTSA No.: C30902