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REPORT NUMBER: 111-MGA-03-002

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636457

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

**Blue Bird Corporation
2003 All American School Bus
NHTSA No.: C30900**

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



Final Report Date: February 4, 2003

FINAL REPORT

**PREPARED FOR:
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
ENFORCEMENT
OFFICE OF VEHICLE SAFETY COMPLIANCE
400 SEVENTH STREET, SW, ROOM 6115 (NSA-221)
WASHINGTON, D.C. 20590**

Technical Report Documentation Page

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SECTION 1
PURPOSE OF COMPLIANCE TEST

Tests were conducted on a MY2003 Blue Bird Corporation, All American School Bus, NHTSA No. C30900, in accordance with the specifications of the Office of Vehicle Safety Compliance (OVSC) Test Procedures TP 111SB-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 Blue Bird Corporation, All American School Bus, NHTSA No. C30900 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 All American School Bus**
 Test Lab: **MGA Research-Wisconsin Operations**

NHTSA No : **G30900**
 Test Date: **11/27/02**

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 1115B, SCHOOL BUS REARVIEW MIRRORS
TEST SUMMARY...continued**

Test Vehicle: **2003 All American School Bus**
 Test Lab: **MGA Research-Wisconsin Operations**

NHTSA No.: **C30900**
 Test Date: **11/27/02**

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 All American School Bus**
Test Lab: **MGA Research-Wisconsin Operations**

NHTSA No. **C30900**
Test Date: **11/27/02**


GENERAL VEHICLE IDENTIFICATION

VIN No.	1BABNBPA33F210494	Date of Mfg	8/02
Chassis Manufacturer	Not Found	Date of Mfg.	Not Found
Seating Capacity (including driver)	84	GVWR	36,200 kg
Unloaded Weight	N/A	GAWR Front	13,200 kg
Cargo Weight	N/A	GAWR Rear	23,000 kg
Total Rated Load	N/A		

DESCRIPTION OF MIRRORS

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

Recorded By: 

Approved By: 

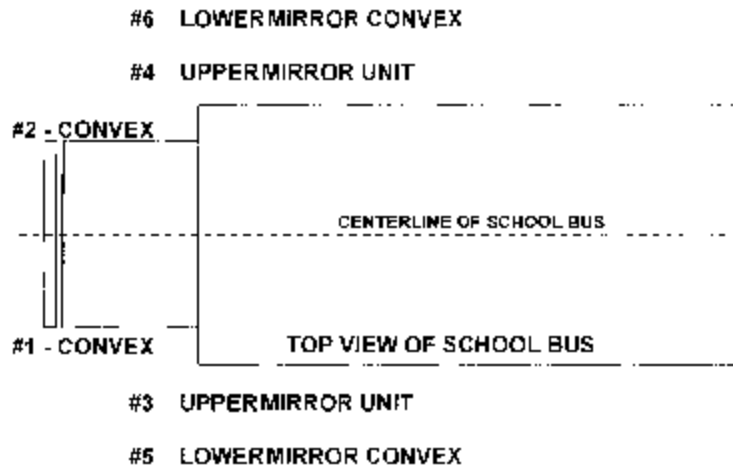
Date: February 4 2003

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

Test Vehicle: 2003 All American School Bus
Test Lab: MGA Research-Wisconsin Operations

NHTSA No.: C30900
Test Date: 11/27/02

MIRROR DIAGRAM



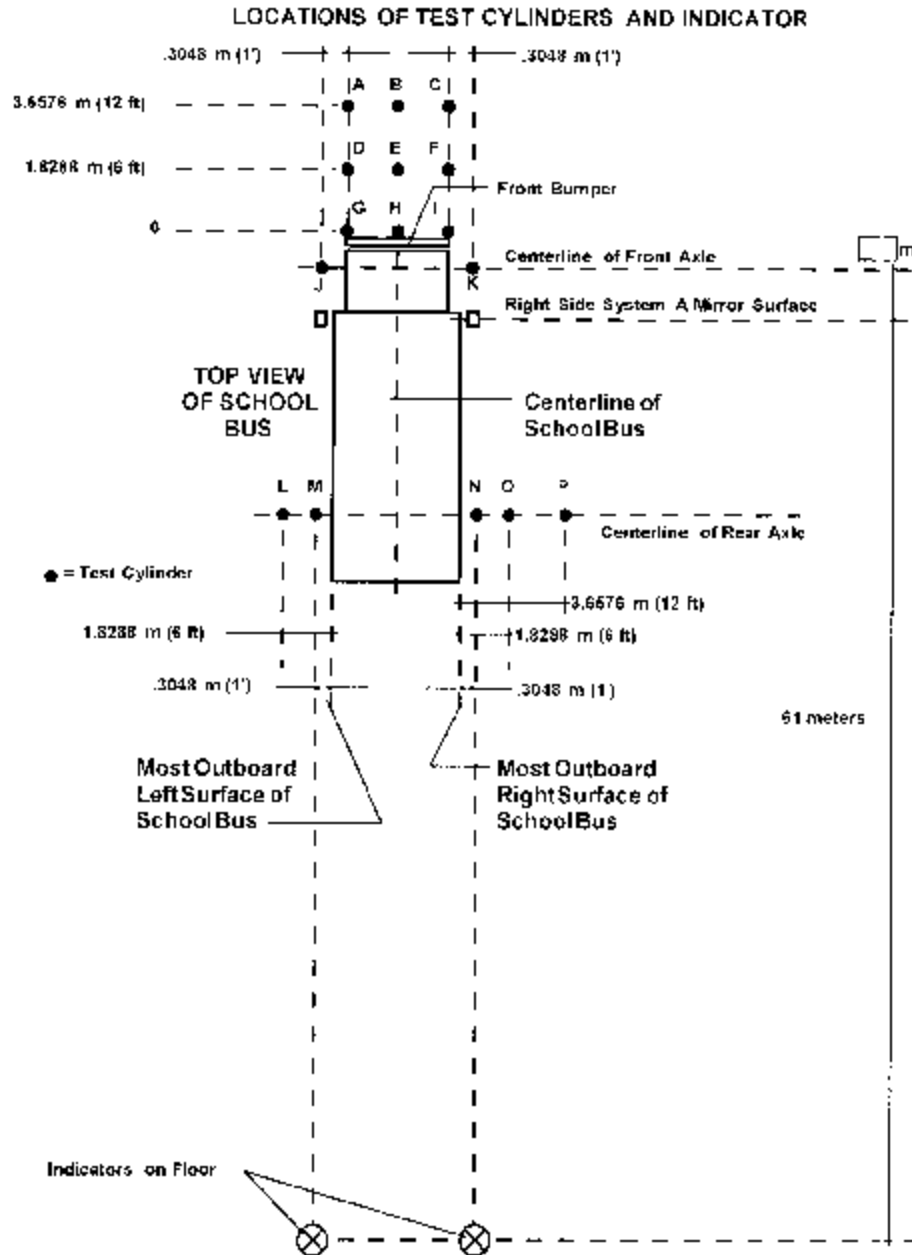
MIRROR NO.	TYPE	MIRROR SYSTEM	CYLINDERS VIEWED (entire top surface)
1	CROSS VIEW/CONVEX	B	E,F,G,H,I,J,L,M
2	CROSS VIEW/CONVEX	B	A,D,E,G,H,I,K,N,O,P
3	UNIT MAGNIFICATION	A	61 Meter INDICATOR
4	UNIT MAGNIFICATION	A	61 Meter INDICATOR
5	CONVEX	A	L,M
6	CONVEX	A	N,O

SEE FIGURE ON NEXT PAGE

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

Test Vehicle: **2003 All American School Bus**
 Test Lab: **MGA Research-Wisconsin Operations**

NHTSA No.: **C30900**
 Test Date: **11/27/02**



- NOTES:**
1. The cylinders shall be a color which provides a high contrast with the surface on which the bus is parked (§13.1).
 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 All American School Bus**
Test Lab: **MGA Research-Wisconsin Operations**

NHTSA No.: **C30900**
Test Date: **11/27/02**

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:	D,E,F,G,H, I,J,K,L,M,N,O,P

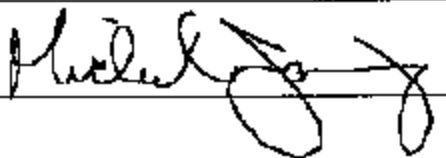
SYSTEM B ARC'S AND DISTANCE

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	160.5	0.140	—
#2	Right Front	250.5	0.219	0.542

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	160.5 cm	PASS
Distance between center of System B mirror #2 and driver's eye point	250.5 cm	PASS

Recorded By: 

Approved By: 

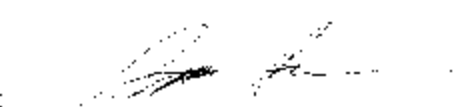
Date: February 4, 2003

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

Test Vehicle: 2003 All American School Bus
Test Lab: MGA Research-Wisconsin Operations

NHTSA No. C30900
Test Date: 11/27/02

		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	0.140 cm	
Longest arc length dimension	0.542 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**

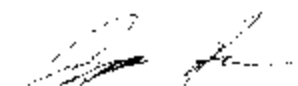
Test Vehicle: **2003 All American School Bus**
 Test Lab: **MGA Research-Wisconsin Operations**

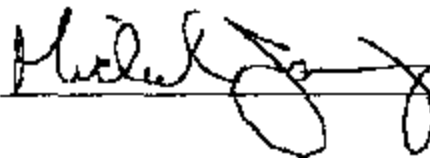
NHTSA No: **C30900**
 Test Date: **11/27/02**

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 All American School Bus**
Test Lab: **MGA Research-Wisconsin Operations**

NHTSA No.: **C30900**
Test Date: **11/27/02**

Mirror No.	Type	Light meter reading from calibration	Light meter reading from light reflected by mirror	Pass/Fail	Observations
1	Crossview/Convex	531.66	384.33	PASS	
2	Crossview/Convex	523.33	395.00	PASS	
3	Unit	553.33	412.33	PASS	
4	Unit	557.33	412.33	PASS	
5	Convex	557.33	417.33	PASS	
6	Convex	546.00	408.00	PASS	

Note: Reflectance (example) = Reading (Refl) / Reading (Cal) = 0.832 x 100 = 83.2 percent
Minimum Requirement = 35 percent

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

Recorded By: 

Approved By: 

Date: February 4, 2003

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

Test Vehicle: **2003 All American School Bus**
Test Lab: **MGA Research-Wisconsin Operations**

NHTSA No.: **C30900**
Test Date: **11/27/02**

**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	0.05800	123.9	41.5	25.1 %
2	0.03920	182.7	-17.3	-10.5 %
3	0.02845	251.5	-86.0	-52.0 %
4	0.05430	132.3	33.2	20.1 %
5	0.05545	129.5	35.9	21.7 %
6	0.04000	179.1	-13.7	-8.3 %
7	0.05510	130.4	35.1	21.2 %
8	0.03255	219.9	-54.5	-32.9 %
9	0.05790	124.1	41.3	25.0 %
10	0.03960	180.9	-15.5	-9.4 %
Avg. Radius of Curvature – the Summation of Column 3 divided by 10 165.4 mm			Greatest Percent Deviation from the Average Radius of Curvature, Column 5 52.0%	

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	0.05740	125.2	38.1	23.3 %
2	0.03945	181.6	-18.3	-11.2 %
3	0.03015	237.3	-74.0	-45.4 %
4	0.05460	131.5	31.7	19.4 %
5	0.05415	132.6	30.7	18.8 %
6	0.03990	179.5	-16.3	-10.0 %
7	0.05435	132.1	31.1	19.1 %
8	0.03480	205.7	-42.4	-26.0 %
9	0.05855	122.8	40.5	24.8 %
10	0.03885	184.4	-21.1	-12.9 %
Avg. Radius of Curvature – the Summation of Column 3 divided by 10 163.3 mm			Greatest Percent Deviation from the Average Radius of Curvature, Column 5 45.4%	

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

Test Vehicle: **2003 All American School Bus**
 Test Lab: **MGA Research-Wisconsin Operations**

NHTSA No.: **C30900**
 Test Date: **11/27/02**

**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	0.0	-	-	-
2	0.0	-	-	-
3	0.0	-	-	-
4	0.0	-	-	-
5	0.0	-	-	-
6	0.0	-	-	-
7	0.0	-	-	-
8	0.0	-	-	-
9	0.0	-	-	-
10	0.0	-	-	-
Avg. Radius of Curvature – the Summation of Column 3 divided by 10			Greatest Percent Deviation from the Average Radius of Curvature, Column 5	
=			=	

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	0.0	-	-	-
2	0.0	-	-	-
3	0.0	-	-	-
4	0.0	-	-	-
5	0.0	-	-	-
6	0.0	-	-	-
7	0.0	-	-	-
8	0.0	-	-	-
9	0.0	-	-	-
10	0.0	-	-	-
Avg. Radius of Curvature – the Summation of Column 3 divided by 10			Greatest Percent Deviation from the Average Radius of Curvature, Column 5	
=			=	

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

Test Vehicle: 2003 All American School Bus
Test Lab: MGA Research-Wisconsin Operations

NHTSA No.: C30900
Test Date: 11/27/02

**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	0.01075	664.7	-19.1	-3.0 %
2	0.01105	646.6	-1.0	-0.2 %
3	0.01110	643.7	1.9	0.3 %
4	0.01160	616.0	29.6	4.6 %
5	0.01090	655.5	-9.9	-1.5 %
6	0.01110	643.7	1.9	0.3 %
7	0.01105	646.6	-1.0	-0.2 %
8	0.01075	664.7	-19.1	-3.0 %
9	0.01085	658.5	-12.9	-2.0 %
10	0.01160	616.0	29.6	4.6 %
Avg. Radius of Curvature – the Summation of Column 3 divided by 10 645.6 mm			Greatest Percent Deviation from the Average Radius of Curvature, Column 5 4.6%	

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	0.01080	661.6	-5.3	-0.3 %
2	0.01105	646.6	9.7	1.5 %
3	0.01075	664.7	-8.4	-1.3 %
4	0.01090	655.5	0.8	0.1 %
5	0.01080	661.6	-5.3	-0.3 %
6	0.01080	661.6	-5.3	-0.3 %
7	0.01090	655.5	0.8	0.1 %
8	0.01075	664.7	8.4	1.3 %
9	0.01080	661.6	-5.3	-0.3 %
10	0.01135	629.5	26.7	4.1 %
Avg. Radius of Curvature – the Summation of Column 3 divided by 10 656.3 mm			Greatest Percent Deviation from the Average Radius of Curvature, Column 5 4.1%	

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

Test Vehicle: **2003 All American School Bus**
Test Lab: **MGA Research-Wisconsin Operations**

NHTSA No.: **C30900**
Test Date: **11/27/02**

UNIT MAGNIFICATION IN SYSTEM A

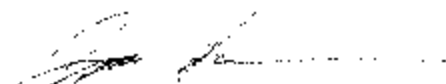
At least one System A Mirror on the left and right sides of the bus is unit magnification -0 Radius of Curvature	Pass/Fail PASS
--	--------------------------

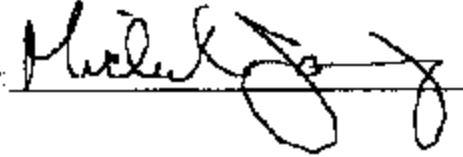
**AVERAGE RADIUS OF CURVATURE
OF CONVEX MIRRORS USED IN SYSTEM B**

Mirror No.	Radius of Curvature	If needed, wording printed property* Pass/Fail
1	165.4 mm	PASS
2	163.3 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: 

Date: February 4, 2003

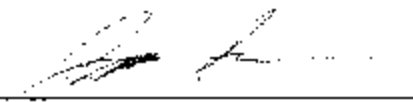
**FMVSS 111SB DATA SHEET 7
MIRROR REFLECTIVE SURFACE AREA TEST
SYSTEM A & B**


Test Vehicle: **2003 All American School Bus**
 Test Lab: **MGA Research-Wisconsin Operations**

NHTSA No.: **C30900**
 Test Date: **11/27/02**

DATA TABLE FOR SURFACE AREA

System A Mirrors Mirror No.	Area	Requirement Min. 323 cm ²	Pass/Fail
3	355 cm ²	323 cm ²	PASS
4	355 cm ²	323 cm ²	PASS
System B Mirrors Mirror No.	Area	Requirement Min. 258 cm ²	Pass/Fail
1	543 cm ²	258 cm ²	PASS
2	543 cm ²	258 cm ²	PASS

Recorded By: 

Approved By: 

Date: February 4, 2003

**SECTION 4
INSTRUMENTATION AND EQUIPMENT LIST**

**SECTION 4
INSTRUMENTATION AND EQUIPMENT LIST**

Test Vehicle: **2003 All American School Bus**
 Test Lab: **MGA Research-Wisconsin Operations**

NHTSA No.: **C30900**
 Test Date **11/27/02**

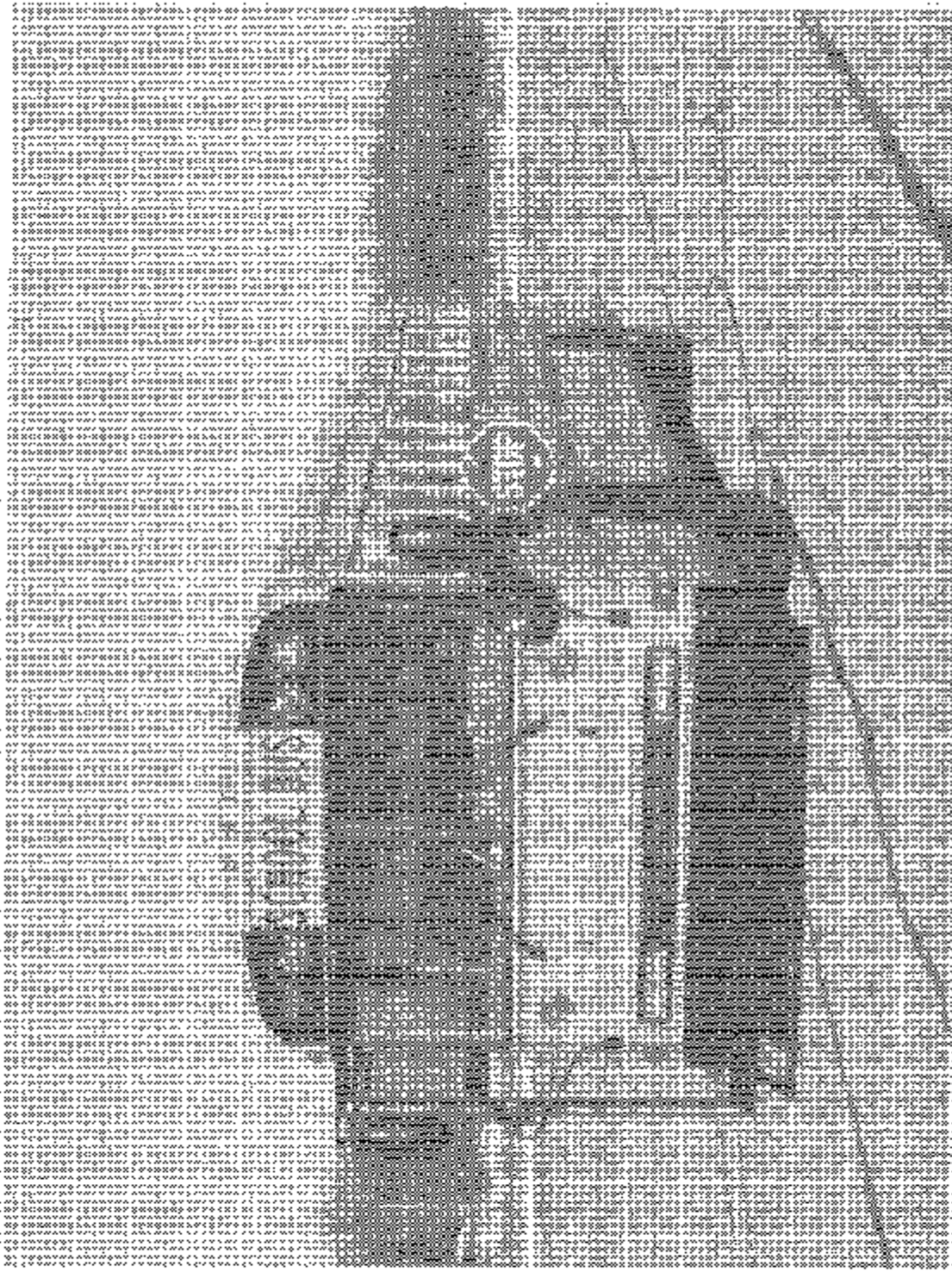
	Digital Caliper	Light Meter	Tape Measure	Spherometer
Make	Starrett	AEMC	Stanley	MGA
Model	721	CA813	Powerlock	001
Serial # (s)	00410129	04L1017Y	SN101	001
Range	0-150 mm	2000fc, 2000lux	0-8 m	2.25×10^{-1} ($\text{cm}^2 \text{Hz}^{-1.2}$) + W
Accuracy	.01 mm	0.0 fc or 0.01 lux	1 mm	1.1×10^{-10} W/H ^{1.2}
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**

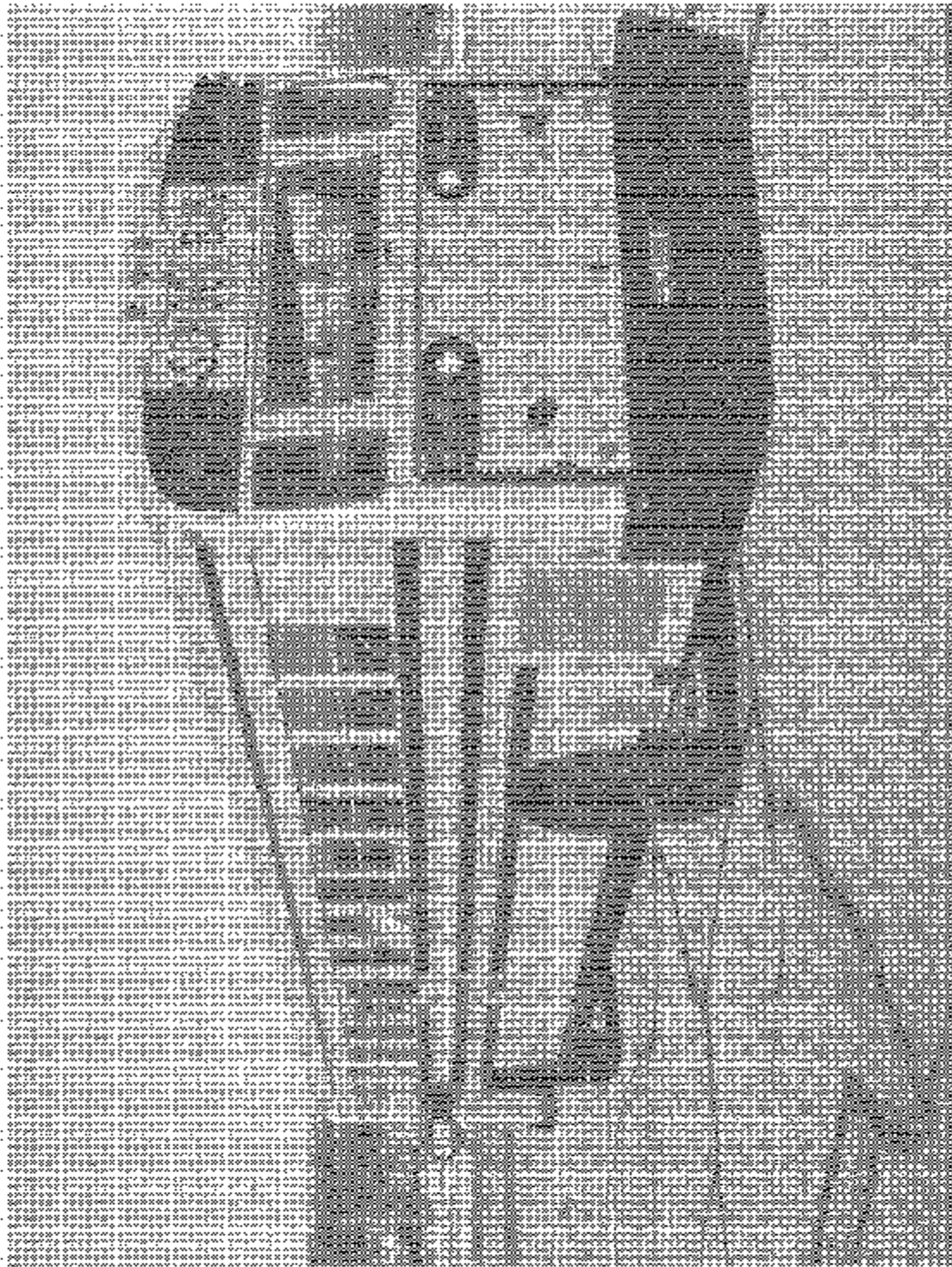
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Note: Photographs may not accurately represent view used for compliance verification.



Year Vehicle: 2003 All American School Bus
Procedure: FMVSS 111
NHTSA No.: C30900
Photograph #: Three-Quarter Left Front View of 5-Door Bus



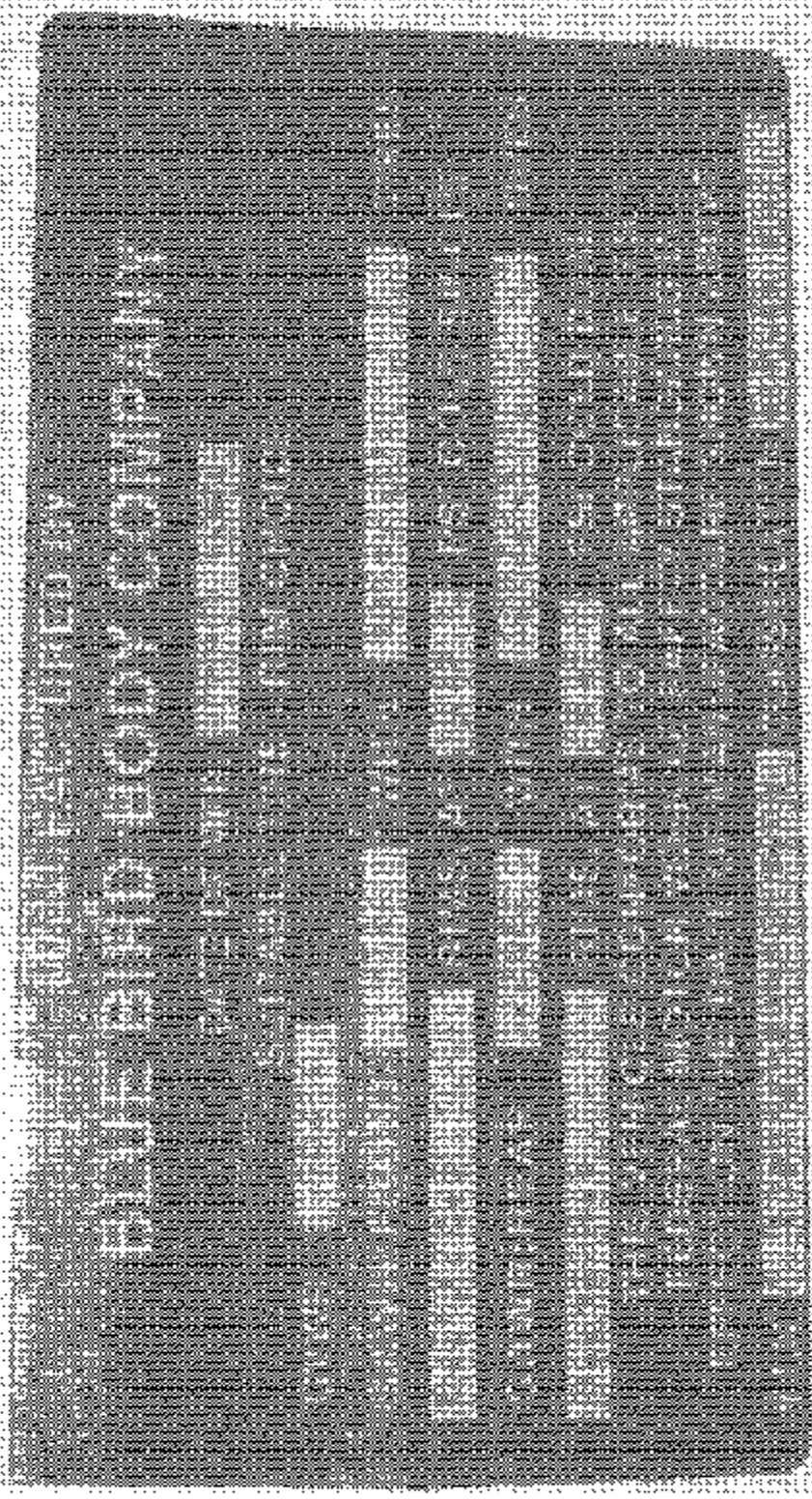
Test Vehicle: 2006 All American School Bus

Function: FMVSS 111

NHTSA No: C30909

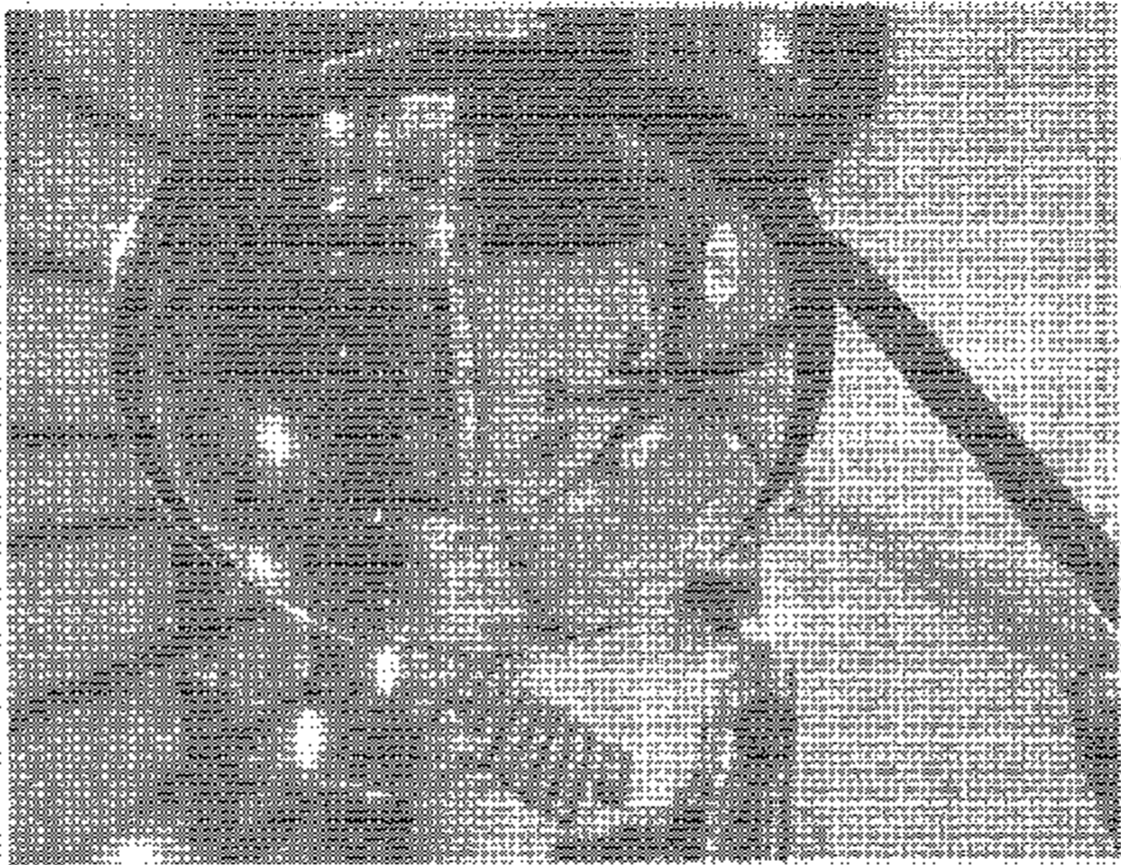
Photograph 2:

Three Quarter Left Rear View of School Bus



Photograph 3
Case in View of Certificate and The Informator Label

Procession: FAVS 111
NHTSA No: C30506



Test Vehicle: 2003 All American School Bus

Procedure: PWYSS 111

NHTSA No: C30900

Photograph 4

Right Front Cross View Mirror and Mounting



Test Vehicle: 2553 Air American School Bus

Procedure: FMVSS 111

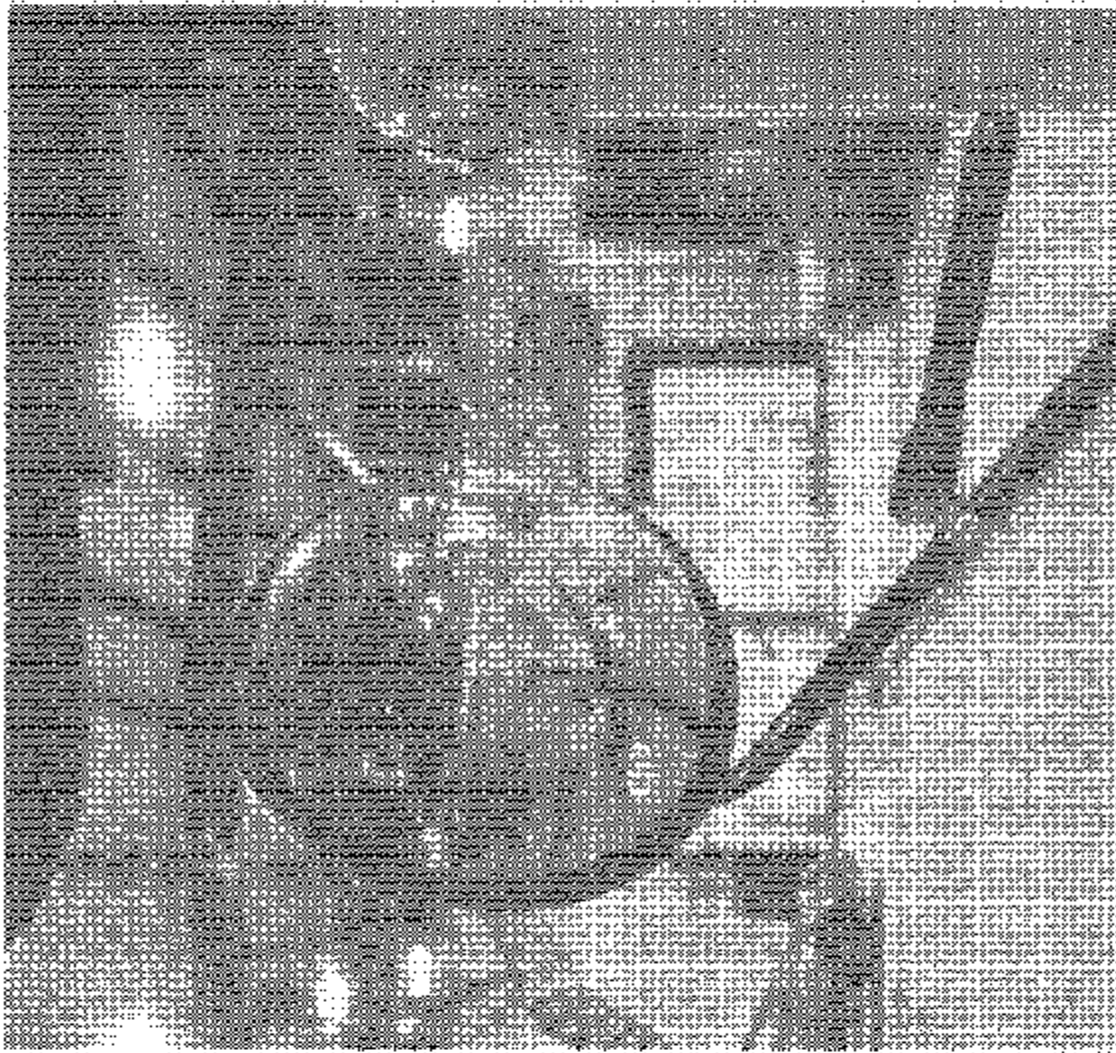
NHTSA No.: C10600

Photograph 6

Passenger Side Rearview Mirror and Mounting



Test Vehicle: 2003 All American School Bus
Procedure: FMVSS 111
NHTSA No.: C30900
Photograph 6:
Inside Rearview Mirror and Mounting



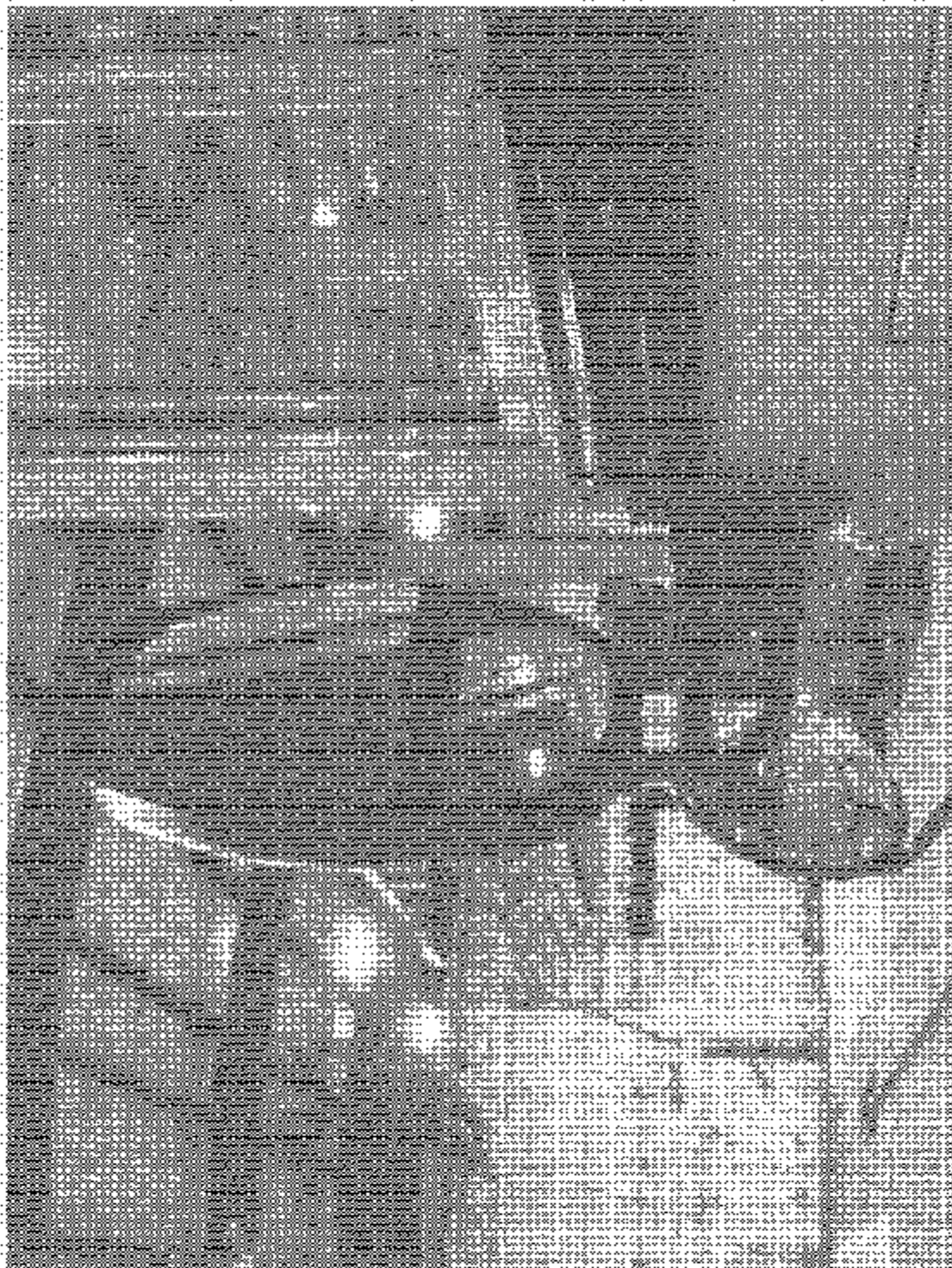
Test Vehicle: 2003 All American School Bus

Procedure: FMVSS 111

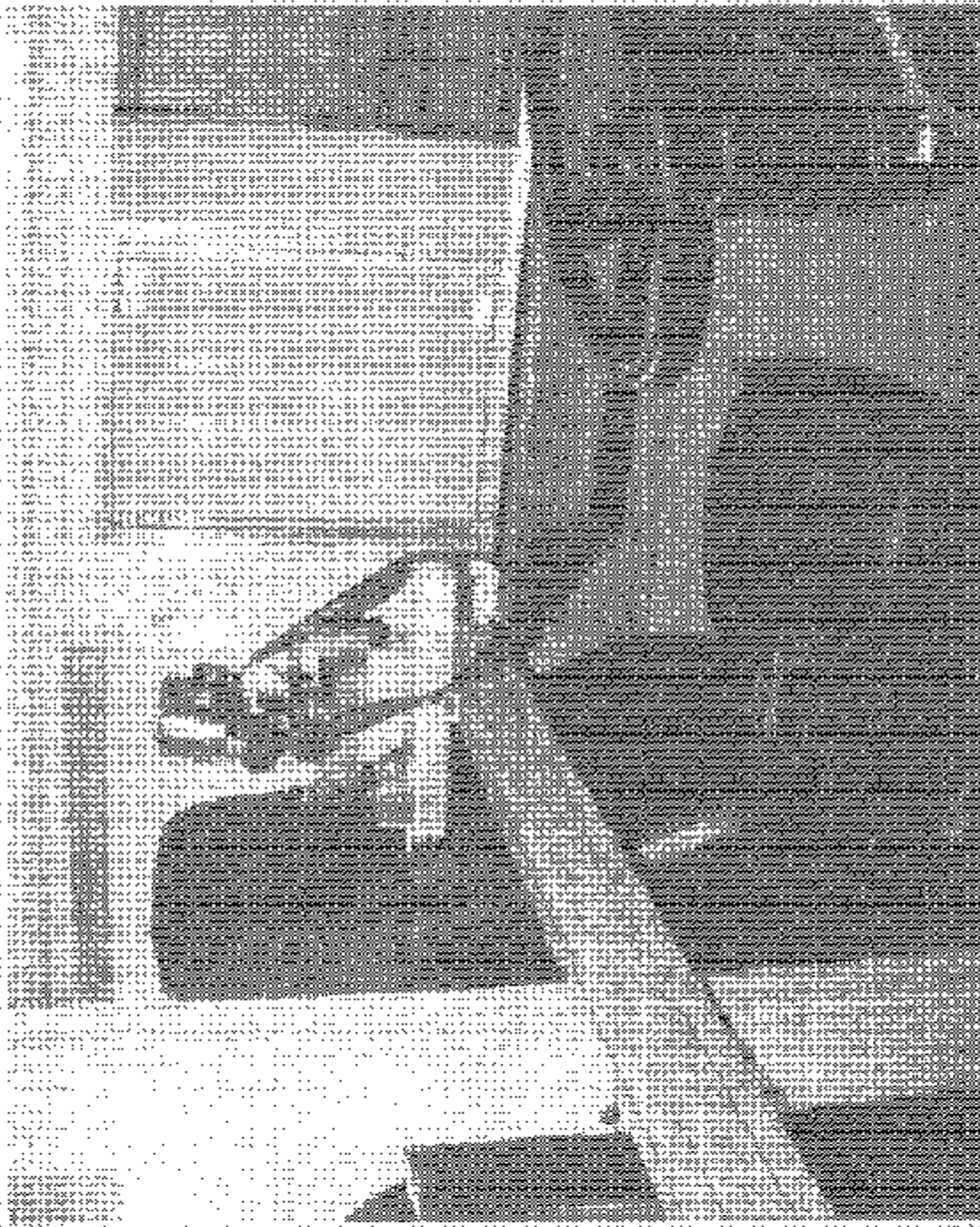
NHTSA No.: C03000

Photograph 7:

Lot Front Cross View: Mirror and Mounting

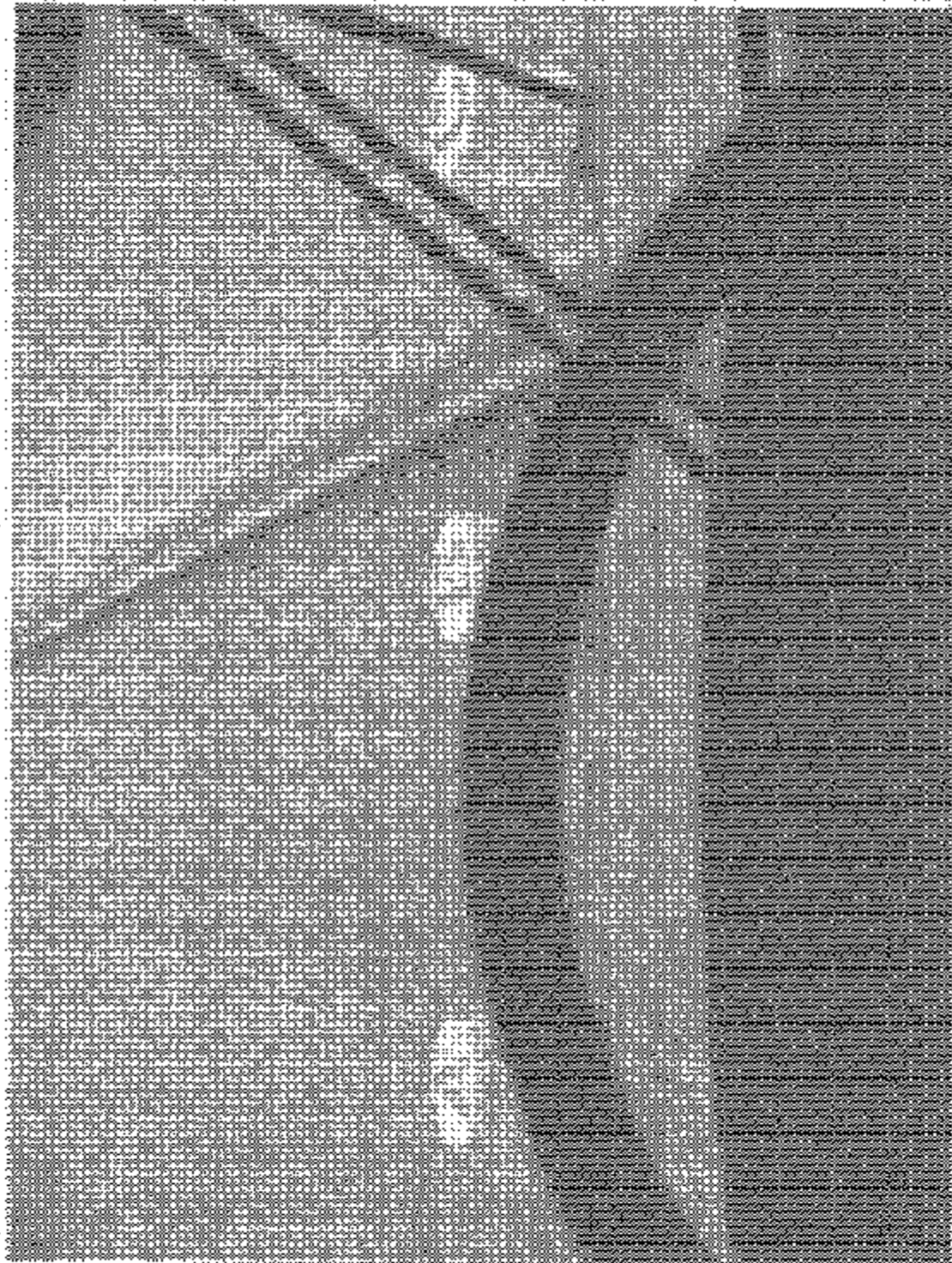


Test Vehicle: 2003 All American School Bus
Procedure: FRVSS 111
NHTSA No: C30900
Photograph #: Over Side Pedrow Motor and Adjusting



Test Vehicle: 2003 A8 American School Bus
Procedure: FMVSS 119
NHTSA No: C39966

Physiography: 0
Field of View Assistant Setup

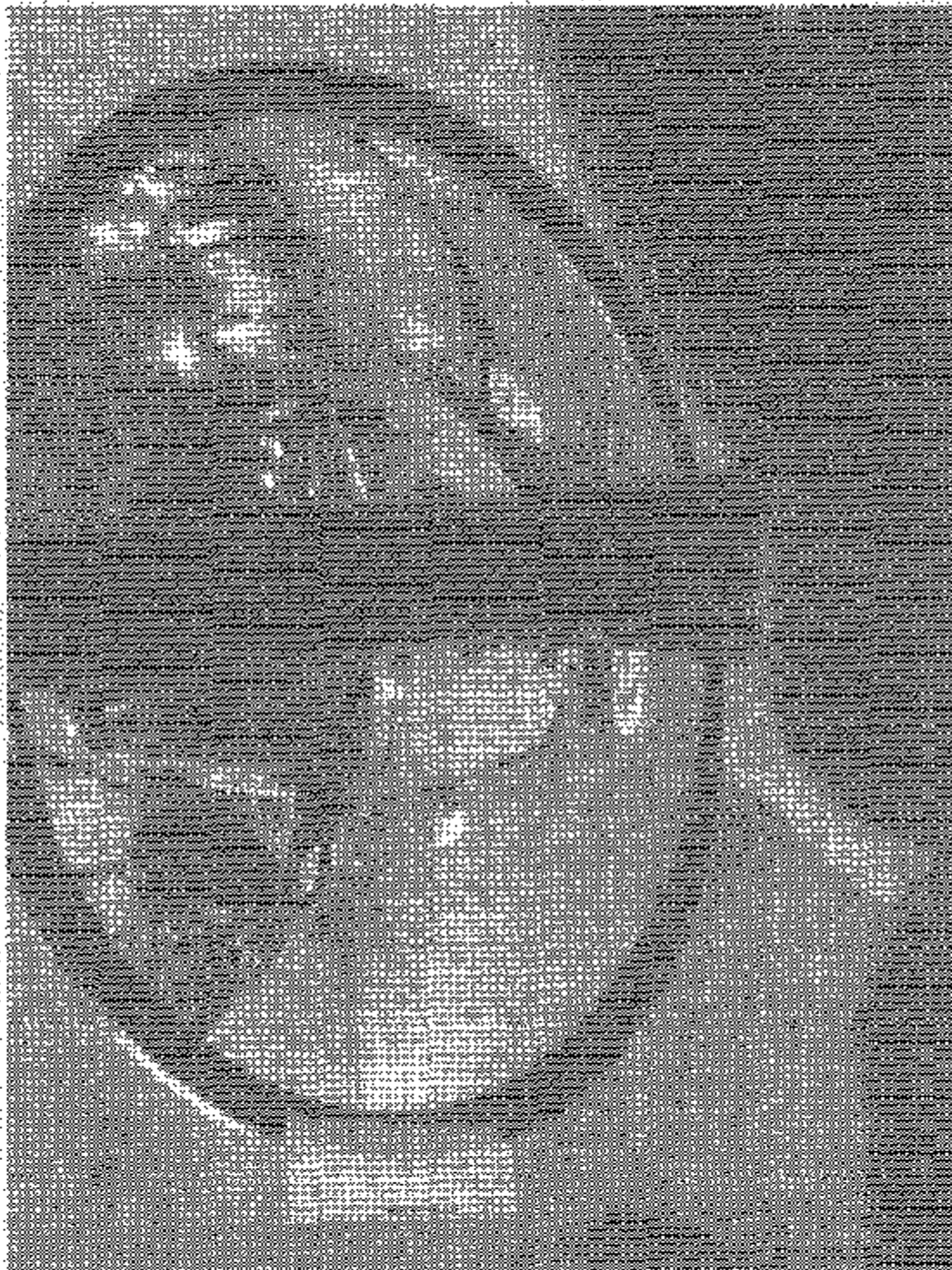


Test Vehicle: 2003 All American School Bus

Procedure: FAVSS 111

NHTSA NO: C80600

Photograph 19:
Field of View Through Windshield



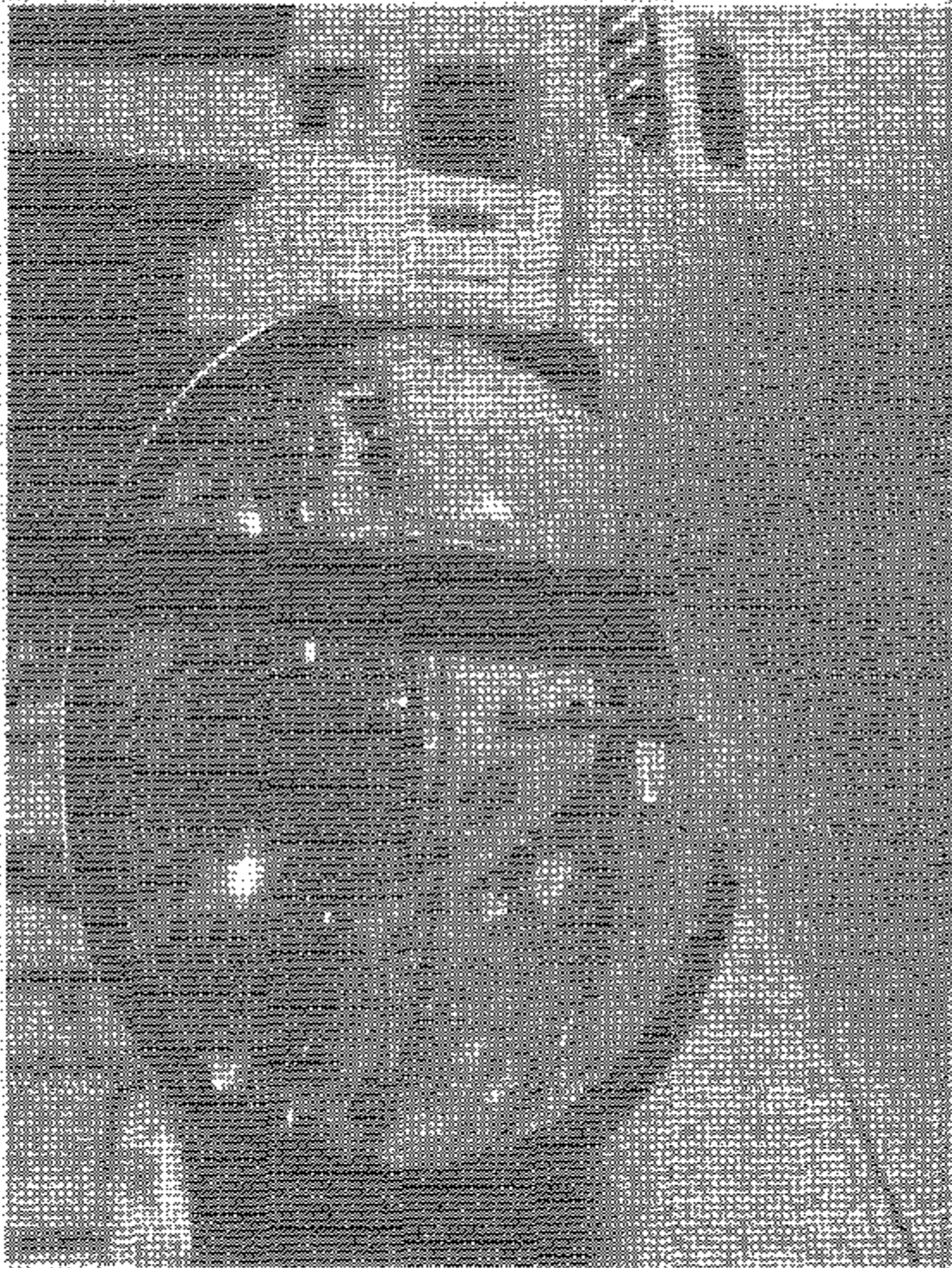
Test Version: 2009 All American School Bus

Procedure: FMVSS 111

NAHSA No.: C20860

Photograph 111

Mirror #1 System, If Falls of View



Test Vehicle: 2009 All American School Bus

Procedure: FMVSS 131

MHSA Inc. C08090

Photograph 12:

Mirror #2, System B Field of View

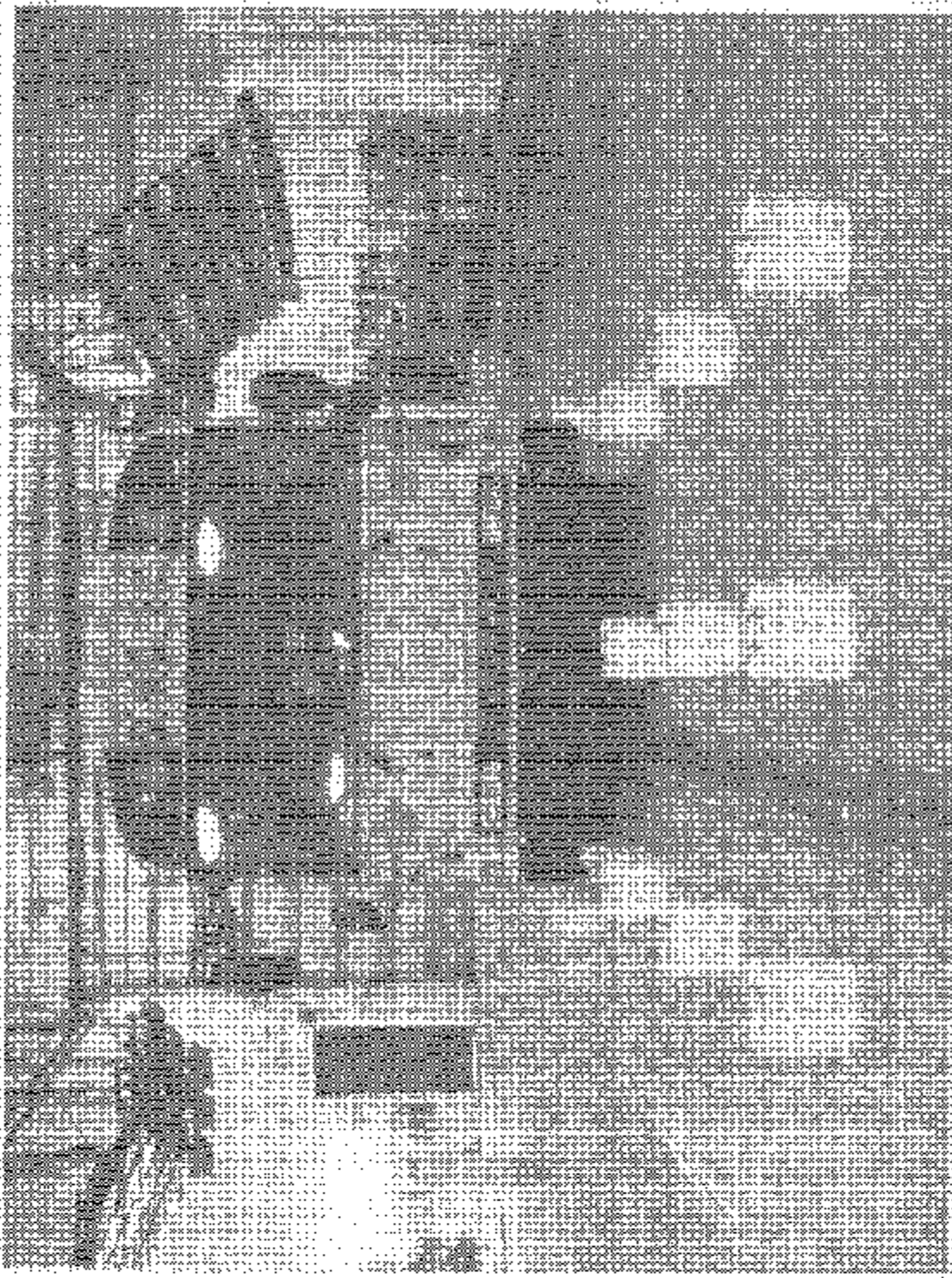


Procedure: FMVSS 111
MIRSA No: C30900
2663 Alt Ambient Schools Plus
Photograph 13
Mirror 93 and #6 System A Field of View.



Test Vehicle: 2000 AM American School Bus
Procedure: FMVSS 111
NHTSA No.: C00900

Photograph 14
Mirror #4 and #6 System A Field of View



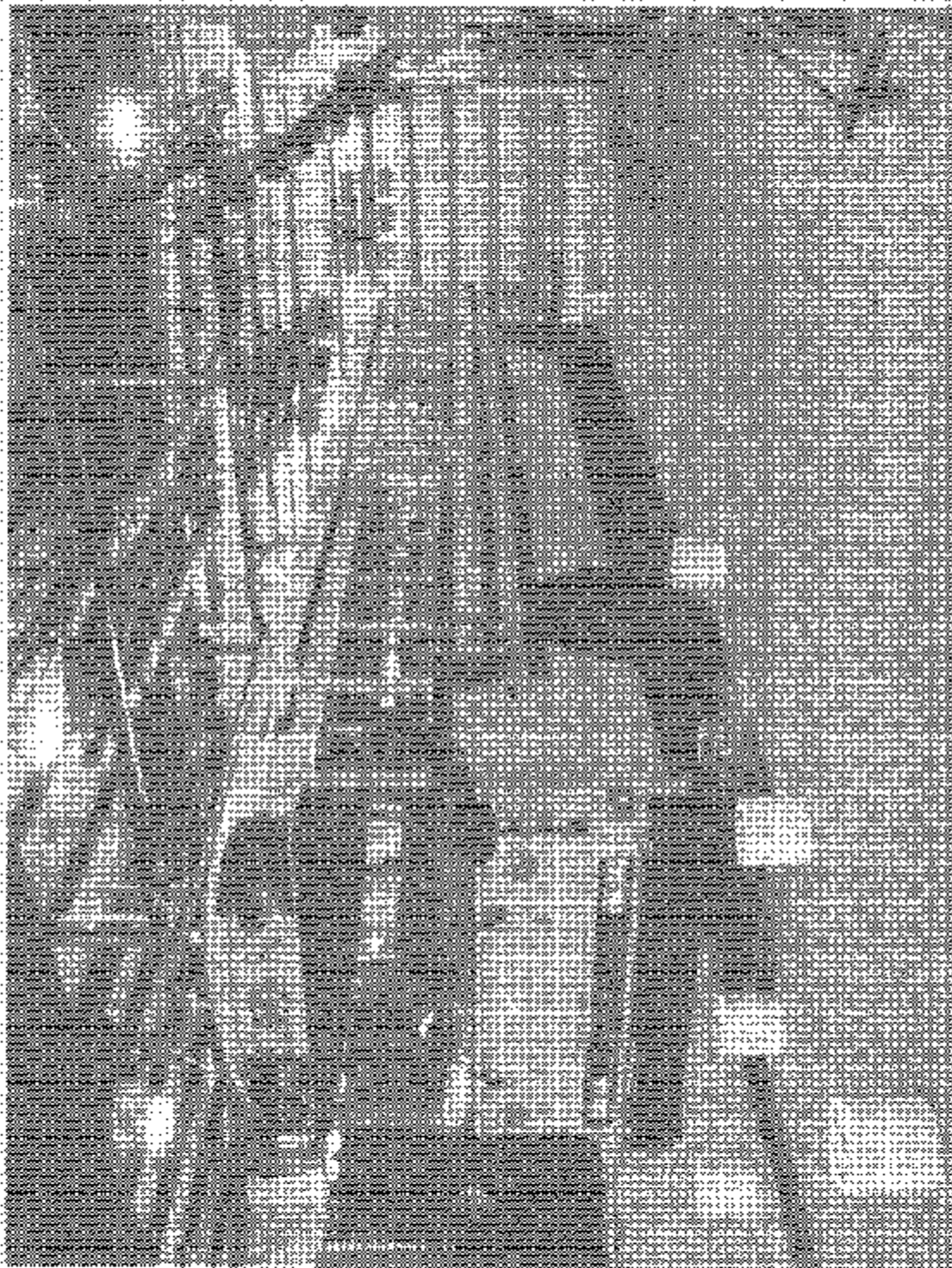
Photograph 16

View of Comp Setup From Floor

2001 An American School Bus

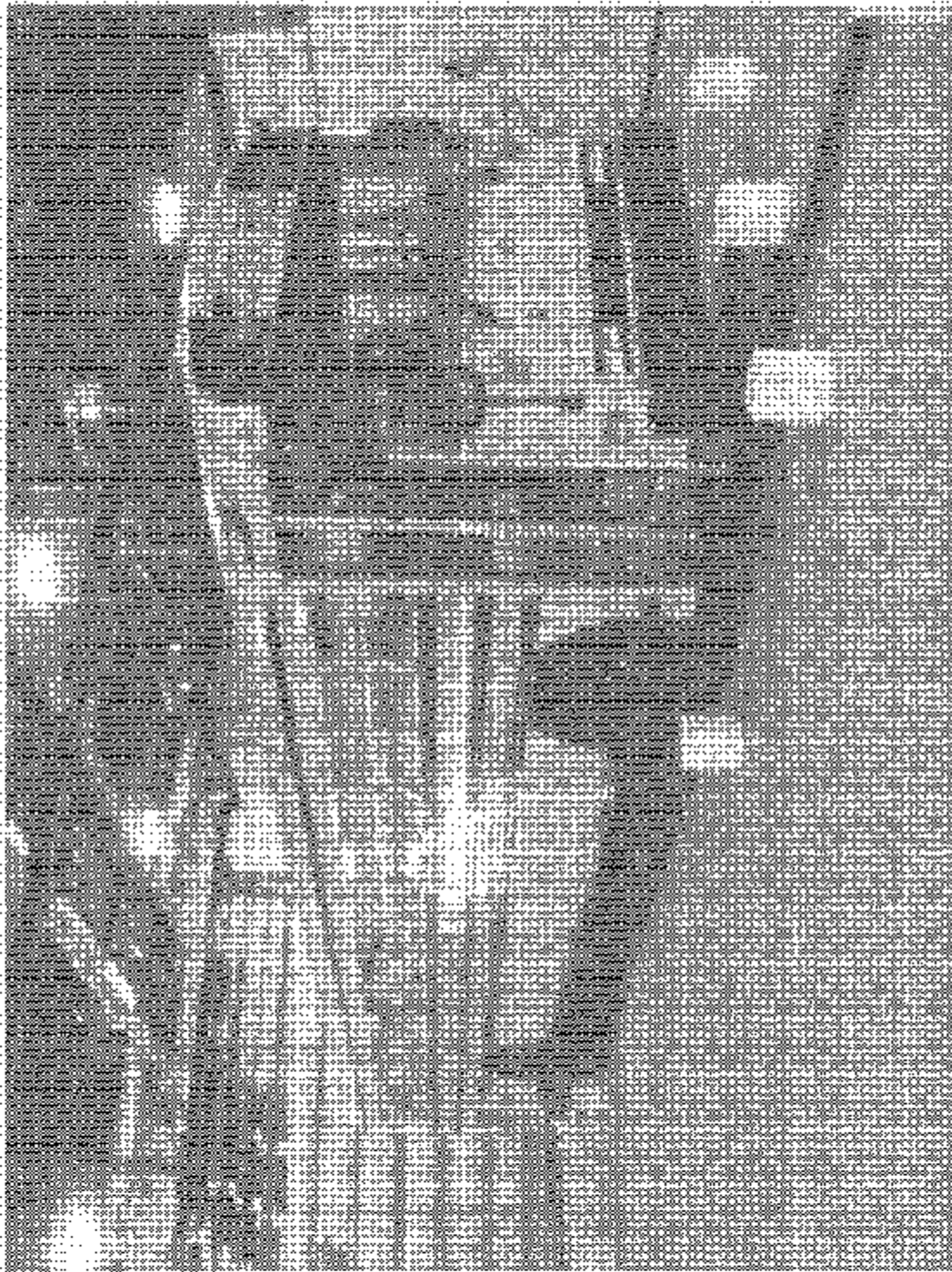
Procedure RMVCS-111

WHISA N: C30900



Test Vehicle: 2005 All American School Bus
Proprietor: PAVSA LLC
NHTSA ID: C50890

Photograph 19:
Three-Quarter Left Frame View of Cabin Seating



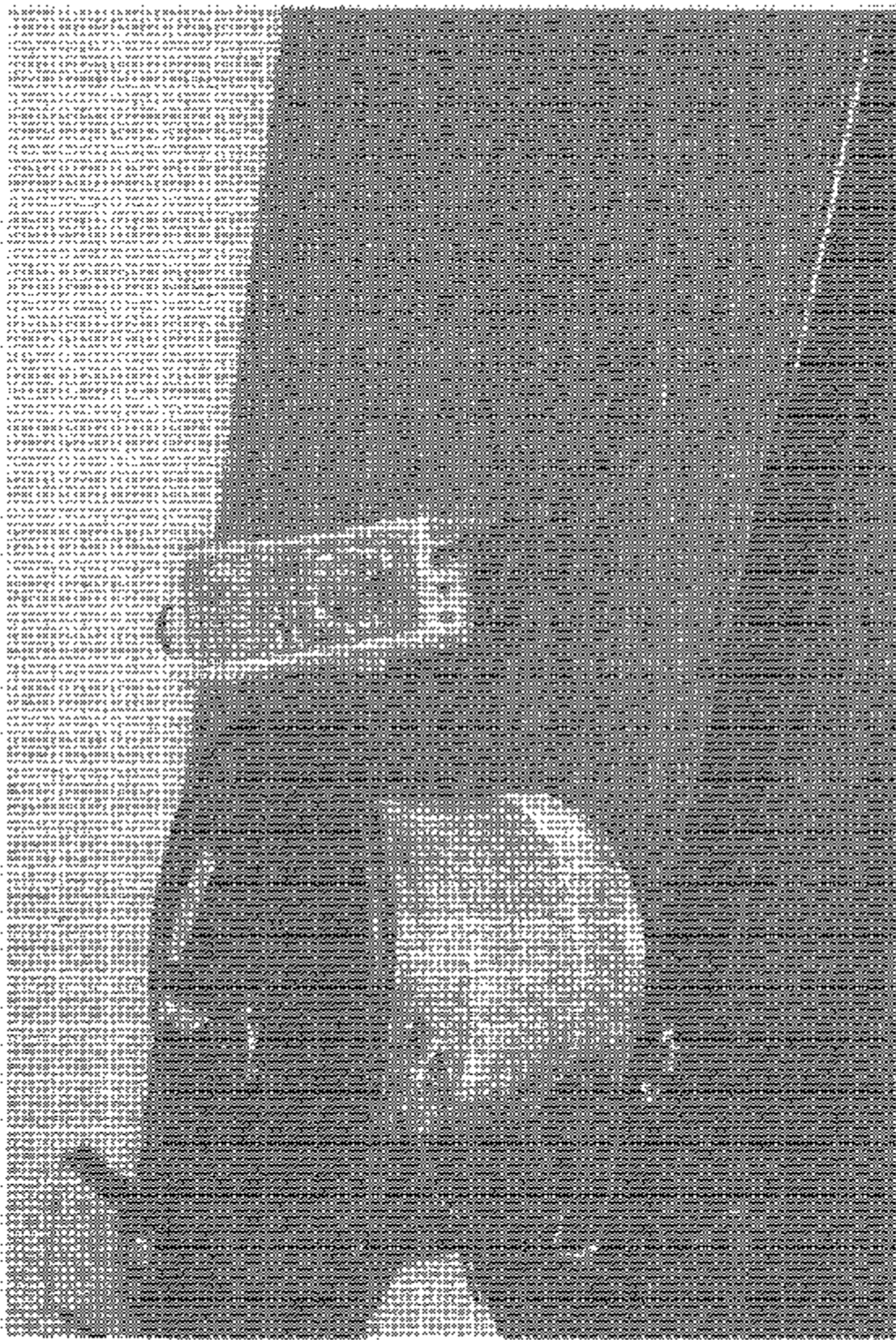
Test Vehicle: 2004 All American School Bus

Procedure: FMVSS 111

NHTSA No.: C00900

Photograph: 57

View: Front-Quarter Right Front View of Cure 5810



Test Vehicle: 2003 All American School Bus

Procedure: FMVSS 111

NHTSA No: C50800

Photograph 14

Reference: Test Plan 40

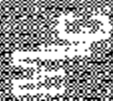
WARNING

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 THESE MIRRORS DO NOT ACCURATELY
SHOW ANOTHER VEHICLE'S LOCATION.

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Photograph 18

Label for Cross View Mirror Warning

Procedure: 11/1/83 111

NHTSA No. C00000