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Report No. 217-NVS-04-02

OFFICE OF VEHICLE SAFETY COMPLIANCE

FMVSS No. 217
"BUS EMERGENCY EXITS AND WINDOW RETENTION AND RELEASE"

Compliance Test Report
for a
2004 Gillig, 43 Passenger Bus
NHTSA No. C40801

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OFFICE OF VEHICLE SAFETY COMPLIANCE
ROOM 6115, NVS-220
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Technical Report Documentation Page

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9. Performing Organization Name and Address U.S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION OFFICE OF VEHICLE SAFETY COMPLIANCE 400 SEVENTH STREET, S.W., ROOM 6111 WASHINGTON, D.C. 20590		10. Work Unit No. N/A	
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16. Abstract Tests were conducted on a 2004 Gillig, 43-passenger transit bus, NHTSA No. C40901, in accordance with the specification of the Office of Vehicle Safety Compliance (OVSC) Test Procedure TP-217TB-00 to determine compliance to the requirements of Federal Motor Vehicle Safety Standards (FMVSS) 217 "Bus Emergency Exits and Window Retention and Release".			
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SECTION 2.0 – TEST SUMMARY

TEST SUMMARY

A 43-passenger, 2004 Gillig bus (VIN: 15GGD291641074414) was tested to the requirements of Federal Motor Vehicle Safety Standard No. 217, "Bus Emergency Exits and Window Retention and Release" on April 15, 2004. The testing was performed by OVSC engineers. The bus was tested in accordance with the OVSC test procedure TP-217TB-00, dated June 25, 2002. The bus is equipped with three (3) emergency exit windows on the right side of the bus, three (3) emergency exit windows on the left side of the bus and two (2) emergency roof exits located at the front and rear half of the bus. A summary of results is provided in the table below.

Table 1 – Test Summary

Section	Description	Pass/Fail	Reason
S5.2	Provision of Emergency Exits	Pass	
S5.3	Emergency Exit Release	Pass	Window 1 was not tested because of wheel well interference.
S5.4	Emergency Exit Opening	Pass	Window 1 was not tested because of wheel well interference.
S5.5	Emergency Exit Identification	Pass	
S5.1	Window Retention	Not Tested	

SECTION 3.0 – COMPLIANCE TEST DATA

DATA SHEET No. 1
PROVISION OF EMERGENCY EXITS

Table 2 - Provision of Emergency Exits

	Emergency Exit Type & Location	Size of Exit Opening (cm)	Actual Exit Area Measured (cm^2)	Maximum Credit Area Allowed (cm^2) (not to exceed 3,458)
1	Window, Right-Front	111 x 66	7,326	3,458
2	Window, Right-Mid	111 x 66	7,326	3,458
3	Window, Right-Rear	111 x 66	7,326	3,458
4	Window, Left-Front	111 x 66	7,326	3,458
5	Window, Left-Mid	111 x 66	7,326	3,458
6	Window, Left-Rear	80 x 68	5,440	3,458
7	Roof Hatch, Rear	54 x 54	2,916	2,916
8	Roof Hatch, Front	54 x 54	2,916	2,916
				26,580

Total Required Area = 43 Designated Seating Positions (DSPs) X 432 cm^2 = 18,576 cm^2
Total Credit Area = 26,580 cm^2 (PASS)

Each side of the bus must contain 40% of the Total Required Area
(.40 X 18,576 cm^2) = 7,430 cm^2
Total Credit Area-Left Side (3 windows)= (3 X 3,458 cm^2) = 10,374 cm^2 (PASS)
Total Credit Area-Right Side (3 windows)= (3 X 3,458 cm^2) = 10,374 cm^2 (PASS)
The bus has a rear roof exit and the configuration of the bus appears to preclude the installation of an accessible rear exit.

DATA SHEET No. 2

Table 3 - Access Regions and Forces to Release Exits

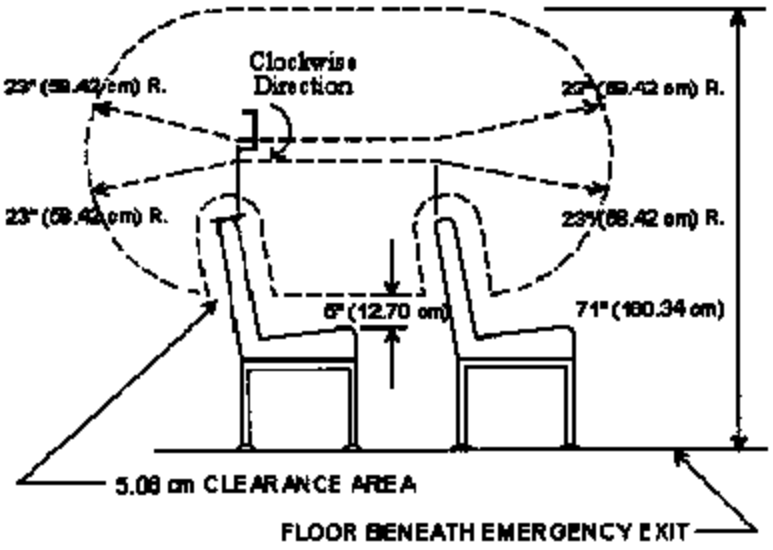
Emergency Exit Type and Location	No. of Release Mechanisms	Access Region	Motion to Release Exit	Measured Force to Release Exit	Max. Force Allowable	Pass	Fail
Window-Right Mid - Exit 2	1	High + Low	Rotary	1) 29.4 N | 2) 29.4 N | 3) 34.3 N Avg. = 31 N	89 N	X	
Window-Right Rear Exit 3	1	High + Low	Rotary	1) 29.4 N | 2) 29.4 N | 3) 29.4 N Avg. = 29.4 N	89 N	X	
Window-Left Front - Exit 4	1	High + Low	Rotary	1) 24.5 N | 2) 29.4 N | 3) 24.5 N Avg. = 26.1 N	89 N	X	
Window-Left Mid - Exit 5	1	High + Low	Rotary	1) 44.1 N | 2) 44.1 N | 3) 44.1 N Avg. = 44.1 N	89 N	X	
Window -Left Rear - Exit 6	1	High + Low	Rotary	1) 47 N | 2) 44.1 N | 3) 29.4 N Avg. = 40.2 N	89 N	X	

Note:

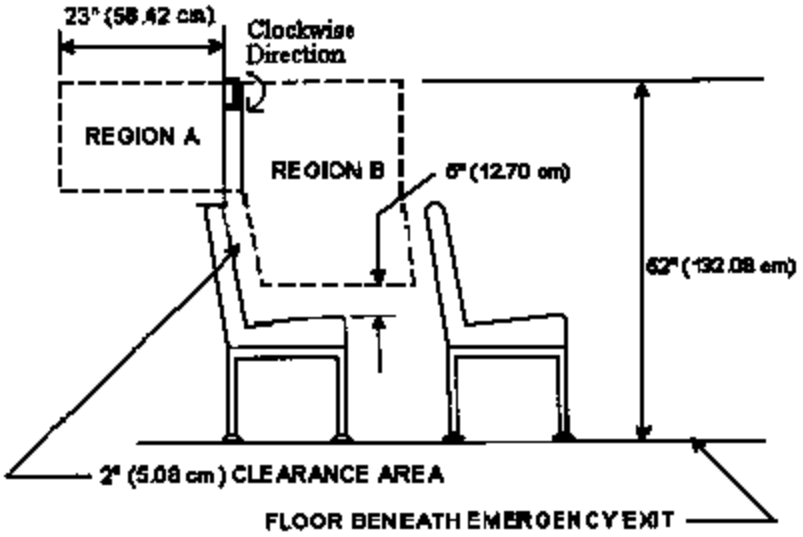
Each release mechanism tested was exercised three times prior to measuring the release force. The term exercised is used to describe the action whereby the release mechanism is released and the window opened and then returned to its original unreleased location.

The forces were measured using a Shimpo MF handheld force gauge. The force gauge has a hook at one end that allows for the attachment of the gauge onto the release mechanism. After the gauge is attached an engineer applies a force to the gauge which is transferred to the release mechanism. The engineer applies increasingly greater force until the release mechanism is released. The force measured is recorded and the gauge is zeroed for the next test.

Access Regions for Low Force



Access Regions for High Force



DATA SHEET No. 3

Table 4 - Access Regions and Forces to Open Exits

Emergency Exit Type and Location	Access Region	Motion to Extend Exit	Measured Force to Open Exit			Max. Force Allowable	Pass	Fail
Window-Right Mid - Exit 2	High + Low	Straight and Perpendicular to the Exit	1) 69.6 N	2) 73.5 N	3) 73.5 N	267 N	X	
			Avg. = 71.9 N					
Window-Right Rear Exit 3	High + Low	Straight and Perpendicular to the Exit	1) 73.5 N	2) 73.5 N	3) 73.5 N	267 N	X	
			Avg. = 73.5 N					
Window-Left Front - Exit 4	High + Low	Straight and Perpendicular to the Exit	1) 83.3 N	2) 93.1 N	3) 98 N	267 N	X	
			Avg. = 91.5 N					
Window-Left Mid - Exit 5	High + Low	Straight and Perpendicular to the Exit	1) 73.5 N	2) 73.5 N	3) 93.1 N	267 N	X	
			Avg. = 80 N					
Window -Left Rear - Exit 6	High + Low	Straight and Perpendicular to the Exit	1) 58.8 N	2) 73.5 N	3) 73.5 N	267 N	X	
			Avg. = 68.6 N					

A Shimpo MF handheld force gauge is used to measure the force to open the exit. The force gauge has a flat attachment on one end that provides a surface to place against the exit. The exit is released prior to measuring the force to open the exit. An engineer then applies an increasing force to the force gauge until the exit is opened allowing passage of the 33cm by 50cm ellipsoid. The force is recorded and the gauge is zeroed for the next test.

Emergency Exit Identification

1. Each emergency exit has a permanently affixed, legible label or placard with the designation "Emergency Door" or "Emergency Exit." **PASS**

2. Each emergency exit has a permanently affixed, legible label or placard describing the motion necessary to release (unlatch) and open the exit. **PASS**

3. The label is within 16 cm of the nearest release mechanism. **PASS**

SECTION 4.0 – INSTRUMENTATION AND EQUIPMENT LIST

INSTRUMENTATION AND EQUIPMENT LIST

EQUIPMENT	DESCRIPTION	SERIAL NO.
Ellipsoid	Minor Axis = 33 cm Major Axis = 50 cm	N/A
Force gauge	Shimpo MF	505110
Craftsman 8m Tape Measure	Tape Measure	N/A

SECTION 5.0

PHOTOGRAPHS LIST

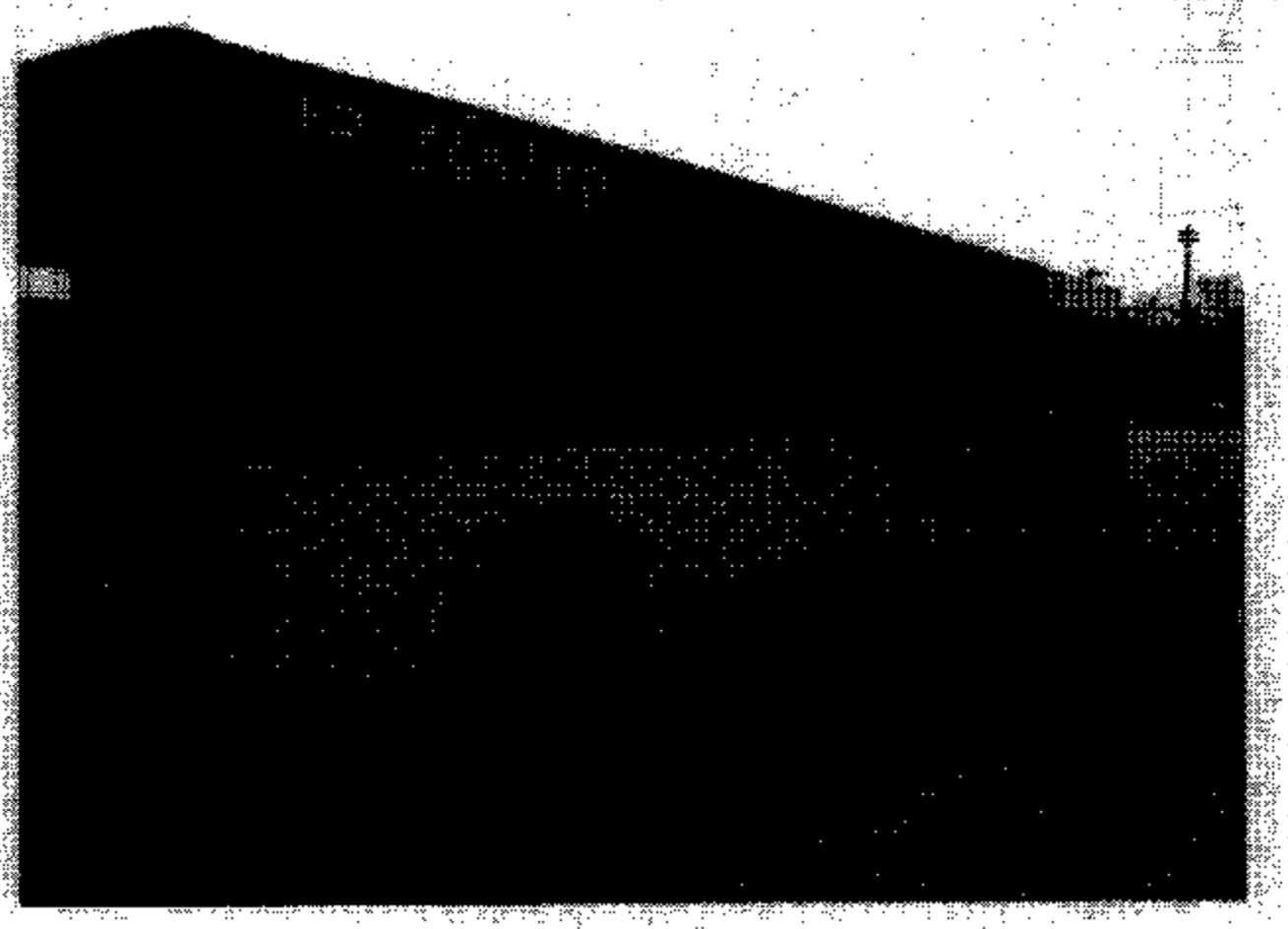


Photo 1 - Exterior Front View

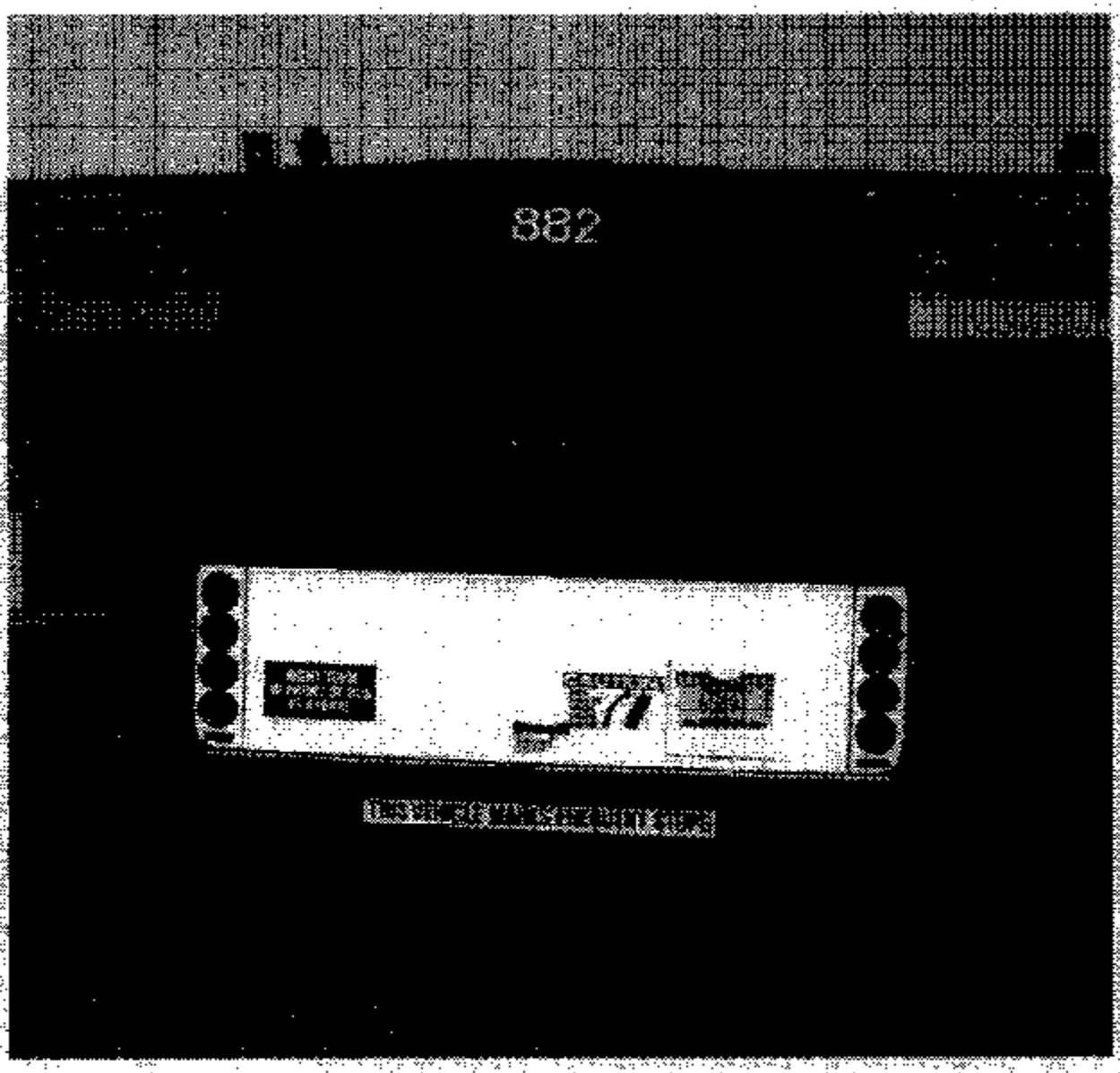


Photo 2 - Exterior Rear View

Photo 3 - Certification Label

Photo 4 – Interior Rear View

Photo 5 – Interior Front View

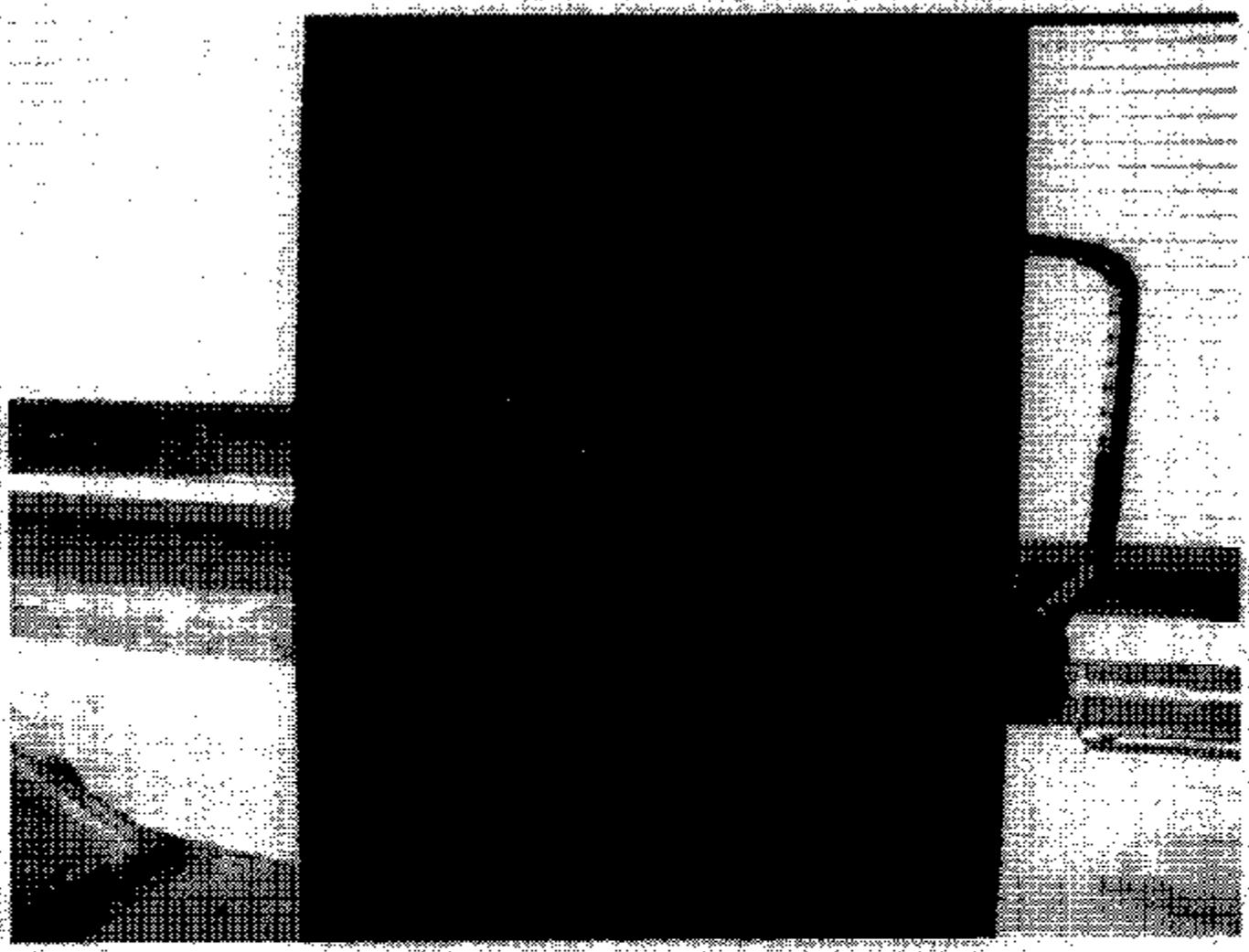


Photo 6 – Emergency Exit Label and Release Mechanism

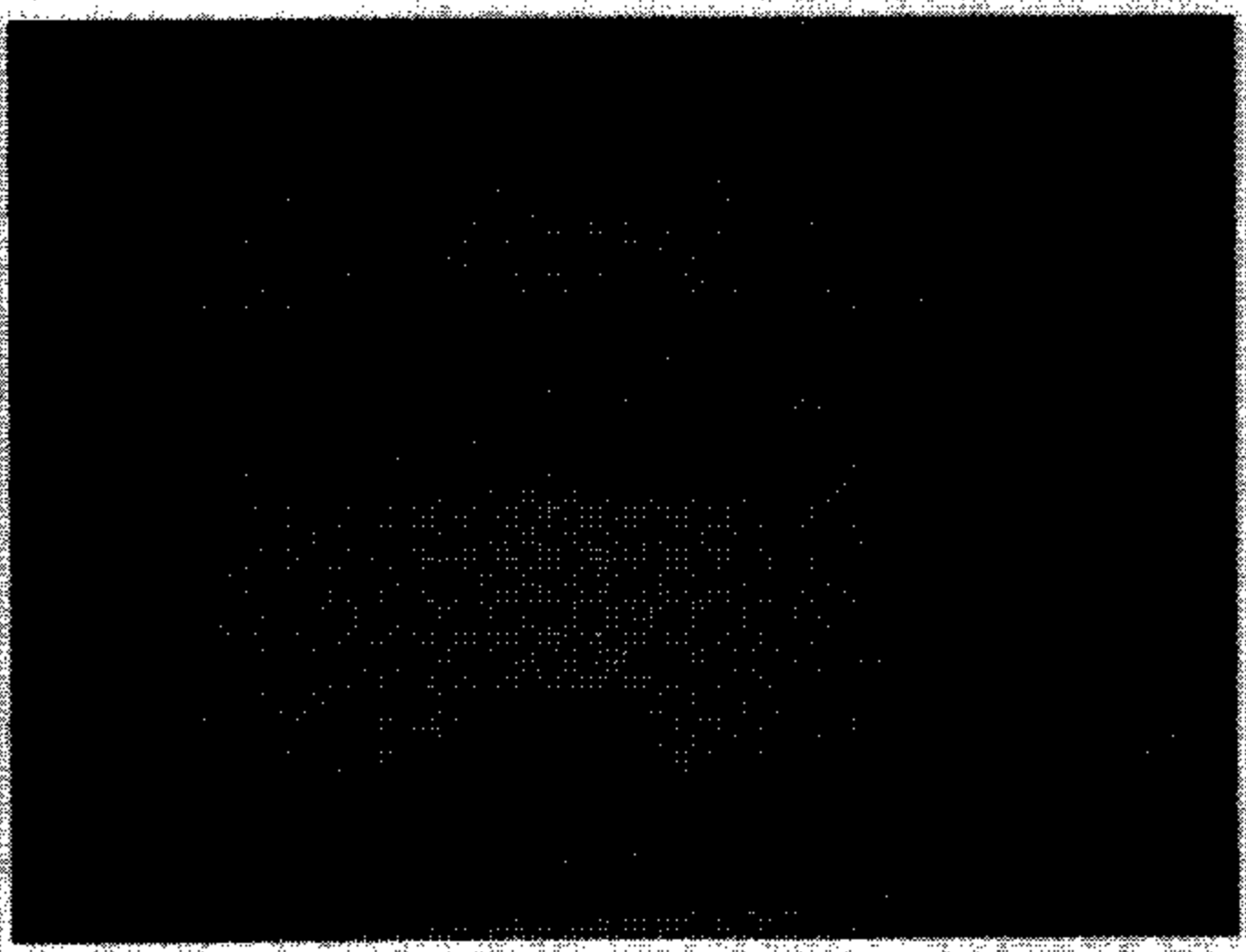


Photo 7 – Roof Emergency Exit