

There is a growing trend to replace static vehicle roof strength tests such as FMVSS 220 with dynamic tests as these have been proven to resemble real world crashes. Until now there hasn't been an effort in the U.S. to create a standard for bus body and roof strength that was based on conditions that exist in a rollover accident. FMVSS 220, which is a roof crush strength test, sets a standard that the roof must hold 1.5 times the bus weight. The problem with this is that in a rollover accident the bus usually rolls on its side and then stress is transferred the right or left side. The stress of a rollover may be concentrated on the front right or left roof corner of the bus. The stress (weight) is never evenly distributed in the way a FMVSS 220 test assumes.



#### **Florida Crash and Safety Assessment Standard (Florida Standard)**

In April of this year the first dynamic rollover test was conducted. The Florida Standard applies to paratransit buses and utilizes a tilt table and is based on tests successfully implemented abroad. This dynamic rollover test included a simulated passenger load with a bus dropped from the tilt table onto a concrete platform.

Based on this rollover test, a challenge has been put forth to make U.S. built buses the safest buses in the world. All major U.S. Bus manufacturers are capable of meeting this standard. The first to do so is **Champion Bus of Imlay City, MI**. Champion is already delivering buses to Florida meeting the standard.

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