INTRODUCTION

Welcome to the Annual Florida Triple Crown Bus Roadeo.

The Florida Triple Crown Bus Roadeo brings together employees from paratransit operations, fixed route operations, fixed route maintenance and paratransit maintenance. It is an opportunity for participants to expand their skill base and knowledge. While there are awards for the top finishers, winning is not the primary reason for this competition. The Florida Triple Crown Bus Roadeo is an opportunity to test your limits, improve your skill level, and it provides an opportunity to learn from your peers.

The following information is being supplied to all participants and judges so that everyone will be familiar with the Roadeo events, the course layout, rules of conduct, and scoring.

It is important that you familiarize yourself with this handbook prior to the start of competition. After reviewing the handbook, please don’t hesitate to ask questions during any of the Friday training sessions or at the orientation.

PARTICIPANT ELIGIBILITY

In order to participate in the Florida Triple Crown Bus Roadeo, the participants will be required to meet certain qualifications. Transit agencies are expected to enforce the following rules and regulations:

Each participating transit agency is entitled to send two (2) paratransit operators, one (1) fixed route operator, one (1) maintenance team consisting of up to three (3) members for fixed route, and one (1) technician for paratransit maintenance.

Length of Employment: Participants must have worked at a public transit agency as a full-time or part-time employee for no less than one year prior to the date of the roadeo. The one year of employment can come as the result of work performed at a public transportation agency other than the one the driver or technician is currently employed at.

Operator (all categories) Status and Definitions: Participants must be employed at a public transit agency as a paid or volunteer driver engaged in demand-response or fixed route service for at least one year prior to the Roadeo. Supervisors, dispatchers, clerks, training instructors, office workers, and hostlers are not eligible to participate as Operators.

Maintenance Team Members (Fixed Route only): Team members must be maintenance personnel (i.e., mechanics, cleaners, hostlers, etc.) who in regular work duties maintain, service or move buses. Drivers, training instructors, supervisors and any other employee not engaged in a bus maintenance related job are not eligible to participate in the Maintenance division.

Maintenance Competitor (Paratransit only): Each technician must be an employee who in regular work duties maintains, services or moves buses. Drivers, training instructors, supervisors and any other employee not engaged in a bus maintenance related job are not eligible to participate in the Maintenance division.
Work Attendance Record: Participants must meet the local agency’s guidelines for attendance. The following recommendations serve as a guideline:

1. Participants should not have more than four (4) sick occurrences involving no more than ten (10) lost days or no more than one (1) occurrence involving thirty-five (35) lost days during the twelve (12) months prior to the roadeo.
2. Participants should not have more than three (3) incidents of not reporting for work during the twelve (12) months prior to the roadeo.
3. Participants should not have been suspended for punitive action during the twelve (12) months prior to the roadeo.

RULES OF CONDUCT

In order to provide some common sense rules regarding the Florida Triple Crown Bus Roadeo, the following rules of conduct have been adopted.

1. Participants must remain in the staging area until escorted to their next competition event. If participants are not in the staging area at their scheduled event time, they will be disqualified.
2. Following the “Walk Through” of the course, operators will not be allowed on the driving course for any reason (except in the bus for their actual competition). On the day of competition Maintenance technicians are not allowed in the maintenance events area unless escorted.
3. Participants must wear their name badges or numbers at all times.
4. Participants are not to engage in unnecessary talking with the judges.
5. No alcoholic beverages will be permitted at the Florida Triple Crown Bus Roadeo site.
6. Unsportsmanlike conduct of any kind will not be tolerated. This includes profanity, aggressive behavior toward another participant or official, abuse of equipment or modules, and unsafe driving maneuvers.
7. Upon completing all the events, participants are not to discuss the competition with participants still waiting to compete.
8. Violations of the rules of conduct are to be reported to the FPTA Executive Director or the FDOT representative as soon as possible.
9. The FPTA Executive Director and the FDOT representative have the sole authority to determine if a violation has occurred and the corrective action to follow. Depending on the severity of the infraction, the corrective action may include either deductions of points from a participant’s score or suspension from the competition.

ROADEO EXPERTS

Maintenance and Driving

Enforcement of all Roadeo rules and regulations, the supervision of assigned operations and maintenance events, and on-the-spot procedural decisions will be the responsibility of the selected Roadeo Experts. A Roadeo Expert will be assigned to each driving event and each maintenance event. All event scoring will be reviewed by the Roadeo Expert and signed prior to being submitted to scoring. It is the responsibility of the Roadeo Expert to ensure that the event is being properly judged and the score sheet is correctly filled out prior to submission. All decisions made by the Roadeo Experts that are related to penalties, disqualification, or score sheet errors must be reported immediately to the appropriate Event
Administrator (Stephen Wachtler - Maintenance/Bill Mayer - Operations). Any dispute on scoring will be resolved by the FPTA Executive Director (Lisa Bacot) and/or FDOT (Bobby Westbrook) after conferring with the appropriate Roadeo Expert(s). All decisions are final.

All Roadeo Experts should make sure that they have proper score sheets for their assigned event, and that they understand the scoring calculations. All Roadeo Experts must meet with assigned judges during judge’s orientation and make sure everyone is aware of the assigned responsibilities.

JUDGES INFORMATION

It is highly recommended that judges attend the Judges Orientation meeting on Friday.

In order to ensure equal opportunity to all participants, it is imperative that all judging personnel fully understand the procedures/responsibilities of their assigned event and gives complete attention to each bus negotiating their obstacle. If a judge is not completely certain of his/her requirements, he or she should obtain clarification during the Judges’ orientation. Additional questions/concerns during the competition may be referred to the assigned Roadeo Expert.

Scoring Procedures for Driving Course Judges

All judges should record the bus number and the displayed contestant number on each score sheet for their event. Judges are not permitted to motion, give signals or talk to the participants at any time during the competition, except when it is in regard to the official activities of the obstacle. Judges should not remove or turn over a marker cone in anticipation that it will be touched by the bus, even if it appears obvious that it will occur. Turn over any cone or course marker touched only after the bus has completely cleared the marker and/or left the obstacle. **If a course marker becomes entangled with any portion of the bus that may create a safety hazard or cause equipment damage, immediately order the bus to stop and remove the obstruction. Judges must remain completely clear of the path of the bus as it negotiates the event obstacle. All On-Field Personnel must remain clear of the Diminishing Clearance Event (barrel obstacle) due to the potential hazard of high velocity projectiles if barrels are hit.**

If the bus makes contact with a course marker, place circle around each one touched on the score sheet. Because the values of the cones, tennis balls, barrels, etc., vary, Event Judges must ensure the correct point value is deducted for any course marker touched. If any portion of the bus and/or its tires touch any portion of a course marker, including cone bases, curbs, barrels, etc., points will be deducted even though the course marker was not physically moved/turned over from the contact. A penalty for touching a particular course marker (cone, curb, barrel, etc.) is assessed only once. If a particular course marker is struck more than one time by the same bus in any course event, the judge should deduct the point value for the course marker only once. The judge may be directed by an On-Field Official to deduct points from a participant’s score sheet if a course marker on their event is struck. **If a participant completely misses or does not attempt an event, the score given for that event will be zero. (Notate the penalty on the bottom of the score sheet). If a participant attempts an event in the wrong sequence, a twenty-five (25) point deduction will be made. (Notate the penalty on the bottom of the score sheet). All judges shall ensure the accuracy of the**
score calculation by: double checking the calculations, properly recording the total points earned, and both an obstacle judge and the assigned expert judge will sign each contestant score sheet.

The judges at the Passenger Stop should make sure to:
Carefully observe the bus entering and leaving the curb area for any contact with the cones representing a parked car at either end of the obstacle, in addition to any curb contact, including front tires touching the curb while the wheels are turned as the bus prepares to leave. Take the tire measurements from the top of the curb to the tire sidewall directly under the center of the wheel hubs. Record the measurements in one inch increments—not fractions of an inch. (The same shall apply to the Judgment Stop). Actual measurements of less than one-half (½) inch is rounded down to the nearest inch for scoring. Actual measurements of one-half (½) inch or more will be rounded up to the nearest inch for scoring. Do not finalize the score sheets until the bus completely departs all passenger stop obstacles. If the curb is touched twice at the Passenger Stop, each incident will be deducted and the participant will lose all fifty (50) points for the obstacle. The actual measurement of the front and rear tires from the curb must be recorded on the score sheet as these measurements are used in calculating the Yardstick Award. For Fixed Route operator participants only: the ADA announcement at the Passenger Stop(s) is necessary whenever, approaching, entering, or while stopped at the event. When the bus wheels begin to move, as the bus leaves the stop, a loss of ten (10) points will result for failing to announce the stop. Judging for the ADA announcement will be made by the Smoothness judge and the deduction will be shown on the Smoothness score sheet.

The judges at the Judgment Stop will take a measurement from the front brace of the bicycle rack, or front bumper for Paratransit, straight out to the Judgment Cone. If the normally used Judgment Cone (18”) is shorter than the bicycle rack, the cone should be replaced by a 26” cone. Judges must make sure measurement is listed on score sheet so it can be included in yardstick award.

Scoring Procedures for On Board Judges

The on-board timekeeper must stop the participant’s time when the bus stops, and resume time once the bus moves, after the participant has been given the all-clear signal by the obstacle judge. Event judges are to position themselves as indicated on the score sheets for each course event.

The full value of the Safety Habits Evaluation (25 points) will be deducted for any participant failing to properly use the driver’s seat belt at any time the coach is in motion. The full value of the Forward Off-Set Street event will be deducted if a participant makes a reverse shift in order to avoid touching a cone other than in the manner in which the event is intended to be negotiated. The participant may not leave his/her seat for any reason while on the course or he/she loses the full penalty value for that obstacle.

In the event of mechanical failure of the Event Bus: time will stop and the bus will be repaired or replaced; if replaced, the exact location of the bus will be marked and the new bus shall be positioned in the same place; and time will resume when the bus moves again, and the participant will continue through the course.
IMPORTANT ADDITIONAL INFORMATION

The event will take place rain or shine. In the event of extremely threatening weather, a FPTA/FDOT Roadeo Official will evaluate conditions and will decide whether or not to proceed with the event. The primary factors to be considered are the safety and welfare of all personnel and the protection of the equipment.

Points will be deducted for all event markers touched as specified on the score sheets. Ten (10) points will be deducted for any course marker (that is not associated with an event) touched. Twenty-five (25) points will be deducted for any event that is not attempted in proper order. The full value of the obstacle will be deducted for any event not attempted. All judgment decisions made by the judges, the expert judges, or the On-Field Officials will be final. All procedural questions or concerns will be directed to the On-Field Officials. Points will be deducted only once for any event or any course marker touched more than one time.
**EVENT AWARDS**
Each Participant receives a participation **certificate**. Place awards are in the form of **plaques**.

<table>
<thead>
<tr>
<th>Paratransit</th>
<th>Fixed Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cutaway – Written Test Highest Score</td>
<td>Operator – Written Test Highest Score</td>
</tr>
<tr>
<td>Cutaway – Pre-Trip Inspection Highest Score</td>
<td>Operator – Pre-Trip Inspection Highest Score</td>
</tr>
<tr>
<td>Cutaway – Yardstick Award</td>
<td>Operator – Yardstick Award</td>
</tr>
<tr>
<td>Cutaway – Rookie of the Year</td>
<td>Operator – Rookie of the Year</td>
</tr>
<tr>
<td>Van – Written Test Highest Score</td>
<td>Maintenance – Written Test Highest Score</td>
</tr>
<tr>
<td>Van – Pre-Trip Inspection Highest Score</td>
<td>Maintenance – Bus Inspection Highest Score</td>
</tr>
<tr>
<td>Van – Yardstick Award</td>
<td>Maintenance – Air Brake Board Highest Score</td>
</tr>
<tr>
<td>Van – Rookie of the Year</td>
<td>Maintenance – ThermoKing AC Highest Score</td>
</tr>
<tr>
<td>Cutaway – 3rd Place Driving Event</td>
<td>Maintenance – Cummins Engine Highest Score</td>
</tr>
<tr>
<td>Cutaway – 2nd Place Driving Event</td>
<td>Maintenance – I/O Controls Highest Score</td>
</tr>
<tr>
<td>Cutaway – 1st Place Driving Event</td>
<td>Maintenance – Vapor Door Highest Score</td>
</tr>
<tr>
<td>Van – 3rd Place Driving Event</td>
<td>Operator – 3rd Place Driving Event</td>
</tr>
<tr>
<td>Van – 2nd Place Driving Event</td>
<td>Operator – 2nd Place Driving Event</td>
</tr>
<tr>
<td>Van – 1st Place Driving Event</td>
<td>Operator – 1st Place Driving Event</td>
</tr>
<tr>
<td>Maintenance – 3rd Place Overall</td>
<td>Maintenance – 3rd Place Overall</td>
</tr>
<tr>
<td>Maintenance – 2nd Place Overall</td>
<td>Maintenance – 2nd Place Overall</td>
</tr>
<tr>
<td>Maintenance – 1st Place Overall</td>
<td>Maintenance – 1st Place Overall</td>
</tr>
<tr>
<td>Maintenance - Bus Inspection Highest Score</td>
<td>Maintenance - W/C Lift Highest score</td>
</tr>
<tr>
<td>Maintenance – A/C Module Highest Score</td>
<td>Maintenance – A/C Module Highest Score</td>
</tr>
<tr>
<td>Maintenance - Written Test Highest Score</td>
<td></td>
</tr>
</tbody>
</table>

**Fixed Route Grand Champions – Overall Driving & Maintenance**

**Paratransit Grand Champions – Overall Cutaway, Van and Maintenance**
# Course Events Requiring Mandatory Signals

<table>
<thead>
<tr>
<th>Event</th>
<th>Signal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left Turn</td>
<td>Signal Left</td>
</tr>
<tr>
<td>Offset Street</td>
<td>Signal right to move to right side portion of offset street</td>
</tr>
<tr>
<td>First Passenger Stop (IN)</td>
<td>Emergency Flashers - Call out stop</td>
</tr>
<tr>
<td>First Passenger Stop (OUT)</td>
<td>Signal Left (Flashers off)</td>
</tr>
<tr>
<td>Rear Dual Clearance</td>
<td>No Signals needed</td>
</tr>
<tr>
<td>Second Passenger Stop (IN)</td>
<td>Emergency Flashers - Call out stop</td>
</tr>
<tr>
<td>Fixed Route Only</td>
<td></td>
</tr>
<tr>
<td>Second Passenger Stop (OUT)</td>
<td>Left Turn Signal (Flashers off)</td>
</tr>
<tr>
<td>Fixed Route Only</td>
<td></td>
</tr>
<tr>
<td>Right Hand Reverse (IN)</td>
<td>Emergency Flashers-Sound Horn</td>
</tr>
<tr>
<td>Right Hand Reverse (OUT)</td>
<td>Right Turn Signal</td>
</tr>
<tr>
<td>Serpentine</td>
<td>Signal for each change of direction (right/left/right)</td>
</tr>
<tr>
<td>Right Turn</td>
<td>Signal Right</td>
</tr>
<tr>
<td>Left Hand Reverse (IN)</td>
<td>Emergency Flashers-Sound Horn</td>
</tr>
<tr>
<td>Left Hand Reverse (OUT)</td>
<td>Left Turn Signal</td>
</tr>
<tr>
<td>Diminishing Clearance</td>
<td>No Signals needed</td>
</tr>
<tr>
<td>Judgment Stop</td>
<td>No Signals needed</td>
</tr>
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</table>


Paratransit
Operator Division
## Vehicle Configurations for
Cutaway Driving Course, Pre-Trip Inspection and Wheelchair Securement

<table>
<thead>
<tr>
<th>Year</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Make</td>
<td>Ford E-450</td>
</tr>
<tr>
<td>Model</td>
<td>Turtle Top</td>
</tr>
<tr>
<td>Length</td>
<td>278.5 inches</td>
</tr>
<tr>
<td>Width</td>
<td>95 inches</td>
</tr>
<tr>
<td>Wheel Base</td>
<td>159 inches</td>
</tr>
<tr>
<td>Engine</td>
<td>6.8 V-10, Gas</td>
</tr>
</tbody>
</table>

## Vehicle Configurations for Van Driving Course

<table>
<thead>
<tr>
<th>Year</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Make</td>
<td>Mobility Ventures, LLC</td>
</tr>
<tr>
<td>Model</td>
<td>MV1-DX</td>
</tr>
<tr>
<td>Length</td>
<td>205 inches</td>
</tr>
<tr>
<td>Width</td>
<td>79.4 inches – mirror to mirror</td>
</tr>
<tr>
<td>Wheel Base</td>
<td>122 inches</td>
</tr>
<tr>
<td>Engine</td>
<td>4.6L, Gas</td>
</tr>
</tbody>
</table>
PARATRANSIT OPERATORS EVENTS

There are four events in which the Paratransit Operators will compete: Written Test, Obstacle Course, Pre-Trip Inspections, and Wheelchair Securement.

WRITTEN TEST
This event is worth **50 points or 5%** of the total score. The test includes twenty-five (25) questions valued at two (2) points each. The questions are selected by FDOT from a pool of questions provided by the Florida RTAP Program Coordinator. Participants will have forty-five (45) minutes to complete the test.

**Tiebreaker:** 1st Tie Breaker: Fastest time to complete the test. 2nd Tie Breaker: The tiebreaker will be the best score on the 5 most difficult questions identified by FDOT.

PRE-TRIP INSPECTION
This event is worth **150 points or 15%** of the total score. There will be a seven (7) minute time limit on this event. **Four (4) safety defects** will be pre-set on the vehicle. The pre-set defects will be items commonly known to all properties and will be the same for all participants. Participants will receive thirty (30) points for each pre-set safety defect found. The participant will earn fifteen (15) points for conducting the pre-trip inspection in a logical and systematic manner, (i.e. moving from front of the vehicle to the back, left to right, or top to bottom). The participant will earn fifteen (15) points for completing the inspection within the seven (7) minute time frame. Participants should not discuss the defects found with other participants until the Roadeo is completed. Defects may be found in the vehicle, outside the vehicle and under the hood. The hood will remain unlatched and open for each participant. The participant is not required to close the hood upon completion of the inspection process.

**During the Inspection**

The participant will write down the defect(s) and at the end of the event go over the list with the judge. It is the participant’s responsibility to make sure the judge understands each defect written down so the judge can score appropriately. The judge will attach the defect sheet to the score sheet for the participant.

**If a participant has identified 4 or more defects and has not yet completed the full vehicle inspection, he/she must finish the inspection in order to earn fifteen (15) points.**

Participants may request assistance from a judge, though for specific tasks only. For example, the judge may press the brake pedal, and shift the transmission into reverse with the ignition switch in the on position but without the engine running. The judge can also assist the participants in checking turn signals, brake and back-up lights and turning on the lights. No defects area located in the engine compartment and the hood must remain closed. Participants are not required or allowed to complete a full lift/engine interlock inspection or brake inspection. Due to the time constraints of a Roadeo, the brake check will be limited to verifying that the service brake pedal is firm. Participants will not be allowed to set the parking brake and attempt to move the vehicle.

**Tiebreakers:** In the event of a tie in the Pre-trip Inspection, the total time taken to complete the event will be used as the primary tiebreaker. If a winner is still not identified a second
and/or third tiebreaker will be used. The two planted defects that demonstrate the contestant’s attention to detail will be identified as tiebreaker defects. The judges will determine which defect is the primary tiebreaker defect, and which one is the second tiebreaker defect. The second tiebreaker defect will apply only if the primary tiebreaker defect is included or excluded on both of the contestants defect lists. The number of tiebreaking defects found will be recorded on each contestant’s score sheet. A contestant can stop before seven (7) minutes and say “I’m finished”. The clock will then be stopped and the time recorded for tiebreaker purposes.

**WHEELCHAIR SECUREMENT**
This event is worth 200 points or 20% of the total score. There is a seven (7) minute time limit for this event. The seven (7) minutes does not include the time spent by the judge testing the securement.

At the start of the wheelchair securement exercise, the participant will meet a wheelchair passenger and judge. The participant should approach the passenger as though the passenger were a person to be transported. The participant must verbalize to the passenger all of the activities that he/she will perform in the process of loading and securing them in the vehicle.

**Participants must say these activities loud enough for the judge to hear.**

For example, the participant must verbally ask the passenger if they have all of their belongings, not merely look around the area. The participant must say that they are checking the hand grips on the wheelchair. The participant must say to the passenger that they are going to back them onto the lift. The participant does not have to memorize a specific statement, but they must tell the passenger what they are going to do before they do it. If participants do not verbalize what they are going to do, or verbalize it after they have performed the task, points will be deducted.

The passenger will be wearing a lap belt in the wheelchair. Before maneuvering the passenger on the lift platform, the participant must check the lap belt to verify that it is secure. The lifts should be equipped with rear safety plates. The participant must physically check the rear safety plate to verify that it is engaged. Similarly, after the lift platform clears the ground, the participant must physically check the front safety plate to verify that it is secure. Participants will not be penalized for removing their hand from the wheelchair to check the front safety plate. For the purpose of this Roadeo, the participants will not be permitted to ride the lift platform.

After loading the passenger in the vehicle, the participant must secure the wheelchair and passenger. After the participant has positioned the wheelchair in the securement area, secured the front and rear straps, set the brakes and secure the lap belt/shoulder harness, the judge will release the brakes and attempt to roll the wheelchair and passenger forward and backward. If the wheelchair does not roll or slide in either direction, the participant will receive 24 points. If the wheelchair rolls or slides by any amount, the participant will receive zero (0) points for this portion of the exercise. **Judges will be consistent in evaluating this portion of the exercise.**
At this point, you have completed the exercise.

The judge or wheelchair passenger will use a stopwatch to record the elapsed time for this exercise, from the time that the participant first greets them to the time that the participant has completed securing the wheelchair. There will be a seven (7) minute time limit for the performance of this exercise. After seven (7) minutes, the exercise will be stopped and the participant will be scored based on their performance to this point.

You will note on the score sheet that almost every item for this exercise indicates a point value for “verbal” and a point value for “performance”. These are points that the participant receives for verbalizing what is being performed and for the actual performance. If participants do not verbalize what they are going to do before they do it, they do not receive the verbal point value. If they verbalize it, but they do not perform it, they do not receive the performance point value. Judges should circle point values on the score sheet as the participant earns points, and total them at the end of the exercise.

The score sheet lists activities and their point values in a particular order. The items performed under “Sensitivity & Awareness” do not necessarily have to be performed in the exact order listed. However, the other activities do follow a logical order that must be followed. If participants perform these activities out of order, they will not receive points for the activity that they skipped, or performed late. For example, if a participant does not check the front safety plate until after he/she has backed the wheelchair into the vehicle, they would not receive sixteen (16) points for that item.

DRIVING COURSE
This event is worth **625 points or 60%** of the total score. There is a seven (7) minute time limit for the driving course. One point is deducted for each second over the seven (7) minutes allotted to complete the course. Maximum deduction is 180 points. A maximum of ten (10) minutes will be allowed to complete the course. Operators will be required to vacate the course after ten (10) minutes. If a competitor does not navigate each event as designed they will lose all points for that event.

The events on the driving course include:

**Serpentine:** The Serpentine measures the participant’s ability to negotiate a series of tight turns. The participant is required to enter the course, weave in and out through three (3) cones, and exit the obstacle. The vehicle is not permitted to touch any portion of any cone.

**Forward Offset Street:** During the Forward Offset Street, the participant is required to drive through two separate narrow lanes that are offset one full lane width from each other.

**Right & Left Hand Reverses:** The Right & Left Reverses test the participant’s ability to back the vehicle into a confined area. The vehicle must be backed to the right/left around a course marker into a narrow lane, and be stopped within 36” of a cone directly behind the vehicle. The vehicle must not touch the cones marking the sides of the lane, the marking lanes, or the rear cone. This obstacle measures the participant’s use of mirrors and depth perception. Five (5) points will be deducted for each shift into reverse at any event other than the initial reverse shift allowed at either Reverse obstacle. Blow horn, turn on four-way flashers, shift into reverse, back in, stop, shift to neutral, blow horn two times, and open the door. Time stops
when the bus stops and starts when the bus moves. The judge will take measurements when the horn blows and will indicate to the participant when the measurements are completed.

**Right Turn:** The right turn obstacle measures the participant’s ability to negotiate a tight 90 degree right turn. The corner is marked with a pivot cone and rear tire of the vehicle must pass within 6” of the corner. To measure this, a line is marked out at 45 degrees from the corner and divided into 6” increments. The judge must see which increment the outside edge of the rear tire passes over in order to score the participant.

**Left Turn:** The left turn obstacle measures the participant’s ability to negotiate a tight left turn. The participant must turn the vehicle through a 90 degree turn and not touch any of the cones outlining the turn, even though some of the cones will be out of sight during the turn.

**Passenger Stop:** The participant must make a passenger stop at a location approximately two (2) vehicle lengths long. The stop must be made without the vehicle or tires touching any cones (simulating parked vehicles) or the curb, simulated by 4x4’s. The front tire on the vehicle should be 6” or less from the curb, and the rear tire should be 15” or less from the curb. Once the vehicle stops, the judges will measure the distance from the tires to the curb. When approaching, turn on the signals or the flashers, pull in, blow horn two times, and open the door. Time stops when the bus stops and starts when the bus moves. Judges will take measurements when horn blows and indicate to the participant when the measurements are completed.

**Right Tire Clearance:** This event measures a participant’s ability to properly align the vehicle. The vehicle must be driven so that the right tires pass through a lane that is slightly wider than either tire and progressively narrows. The lane is marked by tennis balls that are flat on one side or small cones.

**Diminishing Clearance:** This event tests the participant’s ability to judge the position and speed of their vehicle. The participant must drive the vehicle through a tapered lane outlined by barrels. The vehicle must enter the tapered lane at a speed greater than or equal to twenty (20) mph.

**Judgment Stop:** This event measures the participant’s ability to judge closing difference between the vehicle and small objects directly ahead. After exiting the Diminishing Clearance obstacle, the participant must bring the vehicle to a full stop within 6” of a marker cone. The distance will be measured between the front bumper and the marker cone. Participants are not permitted to make multiple stops, or bring the vehicle to a creeping stop.

**Smoothness of Operation & Elapsed Time:** An on-board vehicle judge will evaluate each participant’s ability to deliver a smooth ride, through all the course maneuvers. Deductions will be made for occurrences of sudden starts, sudden stops, and abrupt turns. Each participant’s total elapsed time through the course will be measured. In the event of a tied score, the operator with the lower elapsed time will be ranked higher. Keep in mind that the actual order of the exercises may differ from the order they are presented in the Handbook. Participants will be provided a course map at orientation. Lift Deployment is a scored exercise outside of the timed driving course. The on-board timekeeper will stop the watch while the judges are taking measurements. In the event of mechanical trouble, timing will stop and will not start again until the participant
resumes driving. Penalty points will be assessed when the bus touches any portion of the cone, barrel, or tennis ball. A participant will be penalized only once for each cone, barrel or tennis ball touched. A participant will not be penalized more points than the maximum for that obstacle.

**Safety Habits:** While maneuvering through the event obstacles, an on-board judge will evaluate the participant’s driving safety habits. The judge will observe the participant’s use of feet and hands, turn signals, horn and flashers. The use of a seat belt is required. The full value of the Safety Habits evaluation (25 points) will be deducted for failure to use the participant’s seat belt at any time the bus is in motion.

**Tiebreakers:** 1<sup>st</sup> **Tiebreaker:** the least amount of time on the course. 2<sup>nd</sup> **Tiebreaker:** the highest driving course score. 3<sup>rd</sup> **Tiebreaker:** the highest score on the passenger stop.

**LIFT DEPLOYMENT**

This event measures a participant’s ability to align the vehicle’s lift within a suitable curb location for a wheelchair passenger. The suitable location is slightly larger than the width of an ADA specified lift. The approach to the pick-up point is the same as the Passenger Stop.

In this event, the measurements taken by the judges are related to how well the lift is positioned within the suitable area. This skill test also offers the participants the chance to earn bonus points.

The lift is out of the “Bull’s Eye” if any portion of the lift touches, overlaps or extends beyond the tape or marking line on either side marking the “Bull’s Eye”. Likewise, the lift is out of the “drop zone” if any portion of the lift touches, overlaps or extends beyond the tape or marking line on either side marking the “drop zone”. Participants must lower the lift until it touches the ground, and leave it in place until the judges have made their evaluation.
SERPENTINE
VEHICLE CLASS: PARATRANSIT

• Circle each cone that is touched.
• Touching the base of a cone is the same as touching the side.
• Each cone only counts against the contestant once (the first time it is touched).

**SCORING**

**Pivot cone touched**
- Yes
- No

(If Yes, deduct)

**Number of other cones touched**

**Number of times shifted into reverse**

Did not complete obstacle as designed

**SCORING**

**COURSE JUDGE**

**SCOREKEEPERS CALCULATIONS**

X 25 = __________

X 10 = __________

X 5 = __________

X 50 = __________

50 - □ = □

Possible Points

Points Deducted

Final Score

(Not less than 0)

JUDGE’S NAME: ______________________________ INITIALS: ____________________

COURSE EXPERT’S NAME: ___________________________ INITIALS: ____________________

SCORE RET QC: __________ OVERALL SCORE QC: __________ FINAL SCORE QC: __________
FORWARD OFFSET STREET
VEHICLE CLASS: PARATRANSIT

- Circle each cone that is touched.
- Touching the base of a cone is the same as touching the side.
- Each cone only counts against the contestant once (the first time it is touched).

**SCORING**

**COURSE JUDGE**

- Pivot cone touched
  - □ Yes □ No
  - (If Yes, deduct)
- Number of cones touched
  - ______
- Number of times shifted into reverse
  - ______
- Did not complete obstacle as designed
  - □

**SCOREKEEPERS CALCULATIONS**

- \[ X \ 10 \ = \ \ \ \ \ ]
- \[ X \ 5 \ = \ \ \ \ \ ]
- \[ X \ 5 \ = \ \ \ \ \ ]
- \[ X \ 50 \ = \ \ \ \ \ ]

- \[ 50 \ - \ \ \ \ = \ \ \ \ ]

\[ \text{Possible Points} - \text{Points Deducted} = \text{Final Score} \]

\[ (\text{Not less than 0}) \]

**JUDGE’S NAME:** ____________________________________________ **INITIALS:** __________________________

**COURSE EXPERT’S NAME:** __________________________________ **INITIALS:** __________________________

**SCORE RET QC:** __________________________ **OVERALL SCORE QC:** __________________________ **FINAL SCORE QC:** __________________________
RIGHT HAND REVERSE
VEHICLE CLASS: PARATRANSIT

- Circle each cone that is touched.
- Touching the base of a cone is the same as touching the side.
- Each cone only counts against the contestant once (the first time it is touched).
- When vehicle stops backing up, measure distance (in inches) from the base of the rear cone to the rear bumper.

ON THE DIAGRAM, MARK THE APPROXIMATE LOCATION OF THE BUS BUMPER FROM THE REAR CONE. MARKINGS ANYWHERE WITHIN THE FIRST 12” SEGMENT BEYOND THE 36” LINE SHALL COUNT AS ONE, MARKINGS ANYWHERE WITHIN THE SECOND 12” SEGMENT SHALL COUNT AS TWO, AND SO ON.

SCORING

COURSE JUDGE

Scorekeepers Calculations

<table>
<thead>
<tr>
<th>Scorekeepers Calculations</th>
<th>Calculation</th>
</tr>
</thead>
<tbody>
<tr>
<td>X 10</td>
<td>X 10</td>
</tr>
<tr>
<td>X 10</td>
<td>X 5</td>
</tr>
<tr>
<td>X 5</td>
<td>X 5</td>
</tr>
<tr>
<td>X 5</td>
<td>X 5</td>
</tr>
<tr>
<td>X 50</td>
<td>X 50</td>
</tr>
</tbody>
</table>

Possible Points Points Deducted Final Score (Not less than 0)

JUDGE’S NAME: ____________________________________________ INITIALS: ____________________
COURSE EXPERT’S NAME: ____________________________________ INITIALS: ____________________
SCORE RET QC: ____________________ OVERALL SCORE QC: ___________ FINAL SCORE QC: ___________
RIGHT TURN

VEHICLE CLASS: PARATRANSIT

- Circle each cone and rear tire marker that is touched.
- Touching the base of a cone is the same as touching the side.
- Each cone only counts against the contestant once (the first time it is touched).
- Note the number of 6” segments beyond the first 6” segment the right rear tire passes by the pivot cone.

On the diagram, mark the approximate location that the outside right rear tire crosses the 45 degree line. Markings anywhere within the first 6” segment beyond the initial 6” line shall count as one. Markings anywhere within the second 6” segment shall count as two, and so on.

Note: Circle each cone touched

<table>
<thead>
<tr>
<th>COURSE JUDGE</th>
<th>SCORING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pivot cone touched</td>
<td>□ Yes □ No</td>
</tr>
<tr>
<td>Number of other cones touched</td>
<td>______</td>
</tr>
<tr>
<td>Number of times shifted into reverse</td>
<td>______</td>
</tr>
<tr>
<td>Number of 6” segments beyond first 6” segment</td>
<td>______</td>
</tr>
<tr>
<td>Did not complete obstacle as designed</td>
<td>□</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SCOREKEEPERS CALCULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>X 25 = ___________________</td>
</tr>
<tr>
<td>X 10 = ___________________</td>
</tr>
<tr>
<td>X 5 = ___________________</td>
</tr>
<tr>
<td>X 5 = ___________________</td>
</tr>
<tr>
<td>X 50 = ___________________</td>
</tr>
<tr>
<td>50 - □ = □</td>
</tr>
</tbody>
</table>

50 Possible Points
Points Deducted
Final Score (Not less than 0)

JUDGE’S NAME: ____________________________________________ INITIALS: __________________________
COURSE EXPERT’S NAME: ____________________________________ INITIALS: __________________________
SCORE RET QC: ___________ OVERALL SCORE QC: ___________ FINAL SCORE QC: ___________
LEFT HAND REVERSE

VEHICLE CLASS: PARATRANSIT

- Circle each cone that is touched.
- Touching the base of a cone is the same as touching the side.
- Each cone only counts against the contestant once (the first time it is touched).
- When vehicle stops backing up, measure distance (in inches) from the base of the rear cone to the rear bumper.

### SCORING

<table>
<thead>
<tr>
<th>COURSE JUDGE</th>
<th>SCOREKEEPERS CALCULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear cone touched</td>
<td>□ Yes □ No (If Yes, deduct)</td>
</tr>
<tr>
<td>Number of course cones touched</td>
<td>______</td>
</tr>
<tr>
<td>Number of lane marker cones touched</td>
<td>______</td>
</tr>
<tr>
<td>Number of times shifted into reverse (after initial shift into reverse)</td>
<td>______</td>
</tr>
<tr>
<td>Number of 12&quot; segments <strong>beyond</strong> the 36&quot; limit from rear cone</td>
<td>______</td>
</tr>
<tr>
<td>Did not complete obstacle as designed</td>
<td>□</td>
</tr>
</tbody>
</table>

Note: Circle each cone touched

On the diagram, mark the approximate location of the bus bumper from the rear cone. Markings anywhere within the first 12" segment **beyond** the 36" line shall count as one, markings anywhere within the second 12" segment shall count as two, and so on.

SCORING

<table>
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<tr>
<th>COURSE JUDGE</th>
<th>SCOREKEEPERS CALCULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear cone touched</td>
<td>□ Yes □ No (If Yes, deduct)</td>
</tr>
<tr>
<td>Number of course cones touched</td>
<td>______</td>
</tr>
<tr>
<td>Number of lane marker cones touched</td>
<td>______</td>
</tr>
<tr>
<td>Number of times shifted into reverse (after initial shift into reverse)</td>
<td>______</td>
</tr>
<tr>
<td>Number of 12&quot; segments <strong>beyond</strong> the 36&quot; limit from rear cone</td>
<td>______</td>
</tr>
<tr>
<td>Did not complete obstacle as designed</td>
<td>□</td>
</tr>
</tbody>
</table>

Note: Circle each cone touched

On the diagram, mark the approximate location of the bus bumper from the rear cone. Markings anywhere within the first 12" segment **beyond** the 36" line shall count as one, markings anywhere within the second 12" segment shall count as two, and so on.

JUDGE’S NAME: ____________________________________ INITIALS: ____________

COURSE EXPERT’S NAME: ____________________________ INITIALS: ____________

SCORE RET QC: ____________ OVERALL SCORE QC: ____________ FINAL SCORE QC: ____________
**LEFT TURN**

**VEHICLE CLASS: PARATRANSIT**

• Circle each cone that is touched.
• Touching the base of a cone is the same as touching the side.
• Each cone only counts against the contestant once (the first time it is touched).

---

**SCORING**

<table>
<thead>
<tr>
<th>SCORING</th>
<th>COURSE JUDGE</th>
<th>SCOREKEEPERS CALCULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of entrance cones touched</td>
<td></td>
<td>X 25 = ________________</td>
</tr>
<tr>
<td>Number of other cones touched</td>
<td></td>
<td>X 10 = ________________</td>
</tr>
<tr>
<td>Number of times shifted into reverse</td>
<td></td>
<td>X 5 = ________________</td>
</tr>
<tr>
<td>Did not complete obstacle as designed</td>
<td></td>
<td>X 50 = ________________</td>
</tr>
</tbody>
</table>

**Note:** Circle each cone touched

---

**JUDGE’S NAME:** ____________________________________________ **INITIALS:**

**COURSE EXPERT’S NAME:** ____________________________________ **INITIALS:**

**SCORE RET QC:** _______________ **OVERALL SCORE QC:** ___________ **FINAL SCORE QC:** ___________
PASSENGER STOP
VEHICLE CLASS: PARATRANSIT

- Circle each cone that is touched.
- Touching the base of a cone is the same as touching the side.
- Each cone only counts against the contestant once (the first time it is touched).
- If vehicle tire strikes curb, mark first contact only with an “X”.
- Measure distance in inches from top of the curb to the tire sidewall, directly under the center of the wheel hub.

SCORING

COURSE JUDGE

Number End Cones Touched

Curb Touched?

☐ Yes ☐ No

Front Tire Distance From Curb (in inches) (-6)
1 point penalty for each inch beyond 6 inches
All distance are rounded up or down to the nearest inch.
(A measurement less than ½ inch is rounded down).
(A measurement ½ inch or more is rounded up).

Rear Tire Distance From Curb (in inches) (-15)
1 point penalty for each inch beyond 15 inches
All distance rounded up to the next inch.
(A measurement less than ½ inch is rounded down).
(A measurement ½ inch or more is rounded up).

Number of times shifted into reverse (after initial shift into reverse)

Did not complete obstacle as designed

SCOREKEEPERS CALCULATIONS

X 25 = _______________

X 25 = _______________

X 1 = _______ (Not less than 0)
1 point off per inch beyond 6”

X 1 = _______ (Not less than 0)
1 point off per inch beyond 15”

X 5 = _______________

X 50 = _______________

JUDGE’S NAME: __________________________ INITIALS: ____________

COURSE EXPERT’S NAME: __________________________ INITIALS: ____________

SCORE RET QC: ____________

OVERAL SCORE QC: ____________ FINAL SCORE QC: ____________

Possible Points Points Deducted Final Score (Not less than 0)
RIGHT TIRE CLEARANCE
VEHICLE CLASS: PARATRANSIT
• Circle each ball that is touched.
• Each ball only counts against the contestant once (the first time it is touched).
• Ball does not to need to move off of washer for it to count as a touch.

SCORING

<table>
<thead>
<tr>
<th>COURSE JUDGE</th>
<th>SCOREKEEPERS CALCULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Balls Touched</td>
<td>X 20 = _________________</td>
</tr>
<tr>
<td>B Balls Touched</td>
<td>X 16 = _________________</td>
</tr>
<tr>
<td>C Balls Touched</td>
<td>X 8  = _________________</td>
</tr>
<tr>
<td>D Balls Touched</td>
<td>X 4  = _________________</td>
</tr>
<tr>
<td>E Balls Touched</td>
<td>X 2  = _________________</td>
</tr>
<tr>
<td>Did not complete obstacle as designed</td>
<td>X 50 = _________________</td>
</tr>
</tbody>
</table>

Note: Circle each ball touched

Possible Points = 50
Points Deducted =
Final Score (Not less than 0) =

JUDGE’S NAME: ___________________________ INITIALS: ________________
COURSE EXPERT’S NAME: ___________________________ INITIALS: ________________
SCORE RET QC: ___________________ OVERALL SCORE QC: _______________ FINAL SCORE QC: _______________
**DIMINISHING CLEARANCE**

**VEHICLE CLASS: PARATRANSIT**

- Circle each barrel that is touched.
- Each barrel only counts against the contestant once (the first time it is touched).
- Speed detection will determine if vehicle maintains minimum speed of 20 MPH through all ten barrels.

---

### SCORING

<table>
<thead>
<tr>
<th>COURSE JUDGE</th>
<th>SCOREKEEPERS CALCULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Number or A Barrels Touched</td>
<td>(X \times 20 = )</td>
</tr>
<tr>
<td>Number or B Barrels Touched</td>
<td>(X \times 16 = )</td>
</tr>
<tr>
<td>Number or C Barrels Touched</td>
<td>(X \times 8 = )</td>
</tr>
<tr>
<td>Number or D Barrels Touched</td>
<td>(X \times 4 = )</td>
</tr>
<tr>
<td>Number or E Barrels Touched</td>
<td>(X \times 2 = )</td>
</tr>
<tr>
<td>Maintained Minimum Speed of 20 MPH?</td>
<td>(X \times 25 = )</td>
</tr>
</tbody>
</table>

**ACTUAL SPEED**

- Did not complete obstacle as designed [ ]

---

**JUDGE’S NAME:** ____________________________  **INITIALS:** ____________________________

**COURSE EXPERT’S NAME:** ____________________________  **INITIALS:** ____________________________

**SCORE RET QC:** __________  **OVERALL SCORE QC:** __________  **FINAL SCORE QC:** __________
JUDGEMENT STOP
VEHICLE CLASS: PARATRANSIT

• Circle cone if contact is made.
• Touching the base of a cone is the same as touching the side.
• Measure distance (in inches) from top of cone to vehicle bumper after vehicle has stopped.

COURSE JUDGE

Cone Touched ?
☐ Yes  ☐ No (If Yes, deduct)

Distance From Cone (in inches) _____________ (-6)
1 point penalty for each inch beyond 6 inches
All distance are rounded up or down to the nearest inch.
(A measurement less than ½ inch is rounded down).
(A measurement ½ inch or more is rounded up).

Additional Full Stops
(After Initial Full Stop)

Did not complete obstacle as designed
☐

SCOREKEEPERS CALCULATIONS

X 50 = ____________

X 1 = ____________ (Not less than 0)
1 point off per inch beyond 6"

X 25 = ____________

X 50 = ____________

50 - ☐ ☐ = ☐

Possible Points  Points Deducted  Final Score
(Not less than 0)

JUDGE’S NAME: ____________________________________ INITIALS: ____________
COURSE EXPERT’S NAME: __________________________ INITIALS: ____________
SCORE RET QC: ___________ OVERALL SCORE QC: ___________ FINAL SCORE QC: ___________
SMOOTHNESS OF OPERATION AND ELAPSED TIME
VEHICLE CLASS: PARATRANSIT

Evaluate each contestant on his/her ability to deliver a smooth ride on the bus. The following criteria is to be employed in making each evaluation.

SCORING

SMOOTHNESS OF OPERATION

- Number of Sudden Stops
- Number of Sudden Starts
- Number of Abrupt Turns

SCOREKEEPERS CALCULATIONS

\[ \times 3 = \_ \_ \_ \_ \_ \_ \]

\[ \times 3 = \_ \_ \_ \_ \_ \_ \]

\[ \times 3 = \_ \_ \_ \_ \_ \_ \]

Possible Points Final Score
(Not less than 0)

Timing begins when vehicle front bumper crosses the starting line and ends when the vehicle comes to a final full stop at the last obstacle. Pause the stop watch when the vehicle stops for measurements at the Right Reverse, Passenger Stop, Left Reverse or if the vehicle is held for any reason along the course.

Notify contestant when 7 minute mark is reached

Contestant’s Time : 

minutes seconds

A time penalty of 1 point per second will be assessed for any time over 7 minutes. This calculation will be performed by the official onboard scorekeepers. Enter the time in seconds greater than 7 minutes.

JUDGE’S NAME: ____________________________ INITIALS: __________

COURSE EXPERT’S NAME: ____________________________ INITIALS: __________

SCORE RET QC: __________ OVERALL SCORE QC: __________ FINAL SCORE QC: __________
### SAFETY HABITS

**VEHICLE CLASS: PARATRANSIT**

#### SECTION A

<table>
<thead>
<tr>
<th></th>
<th>Failure to use proper turn signal (each instance)</th>
<th></th>
<th>Failure to sound the horn when backing up (each instance)</th>
<th></th>
<th>Failure to use flashers when backing up (each instance)</th>
<th></th>
<th>Moving with door open (each instance)</th>
<th></th>
<th>Failure to use seat belt (each instance)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td>2</td>
<td></td>
<td>3</td>
<td></td>
<td>4</td>
<td></td>
<td>5</td>
<td></td>
</tr>
</tbody>
</table>

#### SECTION B

**DEDUCT POINTS IF OPERATOR EXHIBITS:**

<table>
<thead>
<tr>
<th></th>
<th>Poor posture</th>
<th></th>
<th>Poor use of mirrors</th>
<th></th>
<th>Poor use of hands</th>
<th></th>
<th>Poor use of feet</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td>2</td>
<td></td>
<td>2</td>
<td></td>
<td>2</td>
<td></td>
<td>2</td>
</tr>
</tbody>
</table>

25 = \[ \text{Possible Points} - \text{Points Deducted} \]

Final Score (Not less than 0)

**SCOREKEEPERS CALCULATIONS**

\[ X \times 1 = \]  
\[ X \times 3 = \]  
\[ X \times 3 = \]  
\[ X \times 3 = \]  
\[ X \times 25 = \]  
\[ X \times 2 = \]  
\[ X \times 2 = \]  
\[ X \times 2 = \]  
\[ X \times 2 = \]  

**COURSE JUDGE**

JUDGE’S NAME: ___________________________  INITIALS: ___________________________

COURSE EXPERT’S NAME: ___________________________  INITIALS: ___________________________

SCORE RET QC: ______________________  OVERALL SCORE QC: __________  FINAL SCORE QC: __________
LIFT DEPLOYMENT
VEHICLE CLASS: PARATRANSIT
Penalties:
1. 25 points off for touching cones at either end of lift deployment
2. 25 points off for touching curb with tires
3. 5 points off per increment (F) that any portion of the lift touches beyond the suitable deployment location (C)
4. 10 points off for each transmission shift into reverse
5. 50 points off for not completing obstacle as designed

SCORING

<table>
<thead>
<tr>
<th>COURSE JUDGE</th>
<th>SCOREKEEPERS CALCULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. End cones touched</td>
<td>X 25 = _______________</td>
</tr>
<tr>
<td>2. Touched curb</td>
<td>X 25 = _______________</td>
</tr>
<tr>
<td>3. Number of increments</td>
<td>X 5 = _______________</td>
</tr>
<tr>
<td>4. Shifts into reverse</td>
<td>X 10 = _______________</td>
</tr>
<tr>
<td>5. Did not complete obstacle as designed</td>
<td>X 50 = _______________</td>
</tr>
</tbody>
</table>

Bonus: Bulls Eye? (E)  
Yes ☐ No ☐  
(If Yes, add 25 bonus points)

Possible Points - Points Deducted + Bonus Points = Final Score (Not less than 0)

JUDGE’S NAME: ___________________________ INITIALS: ___________________________
COURSE EXPERT’S NAME: ___________________________ INITIALS: ___________________________
SCORE RET QC: _______________ OVERALL SCORE QC: _______________ FINAL SCORE QC: _______________
WHEELCHAIR LOADING AND SECUREMENT  VEHICLE CLASS: PARATRANSGIT

SCORING

SENSITIVITY & AWARENESS:  (order is not critical)

- Greets and introduces self to passenger in positive manner (4 points)
- Checks securement of lap belt (4 points verbal, 4 points performed)
- Asks passenger if they need assistance boarding (4 points)
- Asks passenger if they have all of their belongings (4 points)
- Checks that hand grips on the wheelchair are secure (4 points verbal, 8 points performed)
- Asks passenger to place hands in lap (4 points verbal, 4 points performed)

Possible Points=40

LOADING ON TO PLATFORM

- Checks rear safety plate (4 points verbal, 12 points performed)
- Backs passenger onto platform (4 points verbal, 4 points performed)
- Secures wheelchair brakes (4 points verbal, 4 points performed)
- Secures life safety strap (4 points verbal, 4 points performed)

Possible Points=40

RAISING LIFT

- Raises lift, checks front safety plate after it clears surface (4 points verbal, 12 points perform)
- Holds wheelchair w/ one hand while raising lift (4 points verbal, 4 points perform)
- Secures lift control onto door (4 points)
- Backs wheelchair into vehicle, secures at least one brake (4 points verbal, 4 points performed)

Possible Points=36

Wheelchair & Passenger Securement

- Positions wheelchair in securement location, secures brakes (4 points verbal, 8 points performed)
- Places lift in "stow" position (4 points verbal)
- Attach rear Straps to wheelchair, (4 points verbal, 8 points performed)
- Attach front Straps to wheelchair, turn crank to apply tension (left and right) (4 points verbal, 8 points performed)
- Releases brakes and adjust tension as needed at 4 points, secure brakes. (4 points verbal, 8 points performed)
- Secures lap belt and shoulder belt (4 points verbal, 4 points performed)
- Judge checks wheelchair to determine any movement (24 points)

Possible Points=84

TOTAL TIME:_____________________

SCOREKEEPERS CALCULATIONS

<table>
<thead>
<tr>
<th>Points Earned</th>
<th>Actual Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Points Earned</td>
<td></td>
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<tr>
<td>Points Earned</td>
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<td></td>
</tr>
<tr>
<td>Points Earned</td>
<td></td>
</tr>
<tr>
<td>Points Earned</td>
<td></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Points Earned</th>
<th>Actual Points</th>
</tr>
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<tr>
<td>Points Earned</td>
<td></td>
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<tr>
<td>Points Earned</td>
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<td>Points Earned</td>
<td></td>
</tr>
<tr>
<td>Points Earned</td>
<td></td>
</tr>
</tbody>
</table>

200 Possible Points Score
PRE-TRIP INSPECTION
VEHICLE CLASS: PARATRANSIT

Please circle the correct number of defects found / points earned:

<table>
<thead>
<tr>
<th>Defects Found</th>
<th>4</th>
<th>3</th>
<th>2</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Points Earned</td>
<td>120</td>
<td>90</td>
<td>60</td>
<td>30</td>
</tr>
</tbody>
</table>

Circle Yes or No

- Completed Inspection? Yes / No (Worth 15 Points)
- Inspection completed in a logical manner? Yes / No (Worth 15 Points)
- First tie-breaker is total time:
  Contestant’s Time: ___________ : ___________ minutes : ___________ seconds
- Second tie-breaker found? Yes / No
- Third tie-breaker found? Yes / No

JUDGE’S NAME: ___________________________________________  INITIALS: __________
COURSE EXPERT’S NAME: ___________________________  INITIALS: __________
SCORE RET QC: ___________________ OVERALL SCORE QC: __________ FINAL SCORE QC: __________
### Bus Configurations for Fixed Route Driving Course, Pre-Trip Inspection and Maintenance Inspection

<table>
<thead>
<tr>
<th>Bus Model</th>
<th>Gillig</th>
</tr>
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<tbody>
<tr>
<td>Year</td>
<td>2018</td>
</tr>
<tr>
<td>Length</td>
<td>40’</td>
</tr>
<tr>
<td>Width</td>
<td>102 inches</td>
</tr>
<tr>
<td><strong>Mirror, Road Side</strong></td>
<td>Electric control 2-piece flat faced &amp; convex 10” x 11”</td>
</tr>
<tr>
<td><strong>Mirror, Curb Side</strong></td>
<td>Electric control 2-piece flat faced &amp; convex 10” x 11”</td>
</tr>
</tbody>
</table>
| **Turning Radius** | 43’ 9” over the bumper  
Front overhang 75” (measured from the wheel cutout to the end of the front bumper) |
| **Wheel Base**     | 279 inches |
| **Engine**         | Cummins L9N CNG |
| **Transmission**   | Voith D864.6 |
FIXED ROUTE OPERATORS EVENTS

There are four events in which the Fixed Route Operators will compete: Written Test, Personal Appearance, Pre-Trip Inspections, and Obstacle Course.

WRITTEN TEST
This event is worth 100 points or 12.5% of the total score. The test includes fifty (50) questions valued at two (2) points each. The questions are designed to test the Participants’ knowledge of the rules, regulations, safety, and general attitudes as a professional bus operator. The questions come from sources common to all operators such as CDL Handbook, Florida Driver’s Handbook and general defensive driving knowledge. Questions are selected randomly from a pool of questions developed by the Florida Transit Safety & Operations Network (FTSON). Participants will have forty-five (45) minutes to complete the test.

Tiebreaker: 1st Tiebreaker: Fastest time to complete the test. 2nd Tiebreaker: The best score on the ten (10) most difficult questions as identified by FDOT.

PERSONAL APPEARANCE
This event is worth 50 points or 6.25% of the total score. The operator is the public relations liaison between the transit system and the public. It is important that operators strive to present the most professional appearance and pleasant attitude possible to the customer. For these reasons, the personal appearance category is included in the Fixed Route Operators portion of the Triple Crown Bus Roadeo. The Participant is judged on being well groomed and dressed in his/her appropriate regulation uniform. Evaluation criteria includes: clean, pressed and neat uniform; neatly groomed and clean hair; clean hands and fingernails; and polished shoes/boots.

PRE-TRIP INSPECTION
This event is worth 50 points or 6.25% of the total score. There will be a seven (7) minute time limit on this event. The defects are of a type that a participant would find when performing a pre-trip inspection, including items listed in F.A.C. 14-90. Identification of the defects will not require starting the bus or crawling under the bus. These defects would make a bus operationally unready or unsafe. Each participant has an allotted time of seven (7) minutes to inspect, locate, identify, and legibly record any defects found. The equipment-related defects or potential security/safety hazards are planted on or inside a bus.

The participant is not assisted in any way, but is asked to perform the bus inspection as if about to pull out of the garage. A time warning will be given at the one (1) minute and the thirty (30) second time marks. Recording defects and securing the doors will not be allowed after time has been called. The participant will write down the defect(s) and at the end of the event go over the list with the judge. It is the participant’s responsibility to make sure the judge understands each defect written down so the judge can score appropriately. The judge will attach the defect sheet to the score sheet for the participant.

The planted defects could include, but are not limited to: burned-out lights, horns and door chimes not working, fire extinguishers missing, flat tire, and broken mirrors. The judges for the event will predetermine the ten (10) defects that count for scoring. Defects that are found in addition to the ten (10) determined by the judges will have no scoring value. There is no limit to the number of defects the participant may submit.
Scoring
Each of the ten (10) judge planted defects will be worth five (5) points for a maximum total of fifty (50) points. The participants will not be told whether they have found all the defects, or if they identified the correct defects. No points will be awarded for defects not planted by the judges. After the completion of the event, the participant will review his/her list with the judges for clarification purposes. Before finishing the event, or time expires, each participant will be responsible for returning the bus exactly as it was prior to the event. For example, if the participant lifts the seats in the wheelchair area, he or she must put them back down. If the participant fails to do so, a five (5) point penalty will be assessed overall, not for each instance.

Tiebreaker: In the event of a tie in the Pre-trip Inspection, the total time taken to complete the event will be used as the primary tiebreaker. If a winner is still not identified a second and/or third tiebreaker will be used. The two planted defects that demonstrate the contestant’s attention to detail will be identified as tiebreaker defects. The judges will determine which defect is the primary tiebreaker defect, and which one is the second tiebreaker defect. The second tiebreaker defect will apply only if the primary tiebreaker defect is included or excluded on both of the contestants defect lists. The number of tiebreaking defects found will be recorded on each contestant’s score sheet. A contestant can stop before seven (7) minutes and say “I’m finished”. The clock will then be stopped and the time recorded for tiebreaker purposes.

DRIVING COURSE
This event is worth 600 points or 75% of the total score. There is a seven (7) minute time limit for the driving course. Penalty points will be assessed when the bus touches any portion of the cone, barrel, or tennis ball. A participant will be penalized only once for each cone, barrel or tennis ball touched. A participant will not be penalized more points than the maximum for that obstacle. One point is deducted for each second over the seven (7) minutes allotted to complete the course. Maximum deduction is 180 points. A maximum of ten (10) minutes will be allowed to complete the course. Operators will be required to vacate the course after ten (10) minutes. If a competitor does not navigate each event as designed they will lose all points for that event.

The individual events on the driving course include:

Serpentine: The Serpentine measures the participant’s ability to negotiate a series of tight turns. The participant is required to enter the course, weave in and out through three (3) cones, and exit the obstacle. The vehicle is not permitted to touch any portion of any cone.

Rear Dual Clearance: This event measures a participant’s ability to properly align the vehicle. The vehicle must be driven so that the right tires pass through a lane that is slightly wider than the tires and progressively narrows. The lane is marked by tennis balls that are flattend on one side.

Offset Street: During the Forward Offset Street, the participant is required to drive through two separate narrow lanes that are offset one full lane width from each other. The full value of the Off-Set Street obstacle (50 points) will be deducted for any reverse movement intentionally made in an attempt to better negotiate the obstacle other than in the manner intended, in order to avoid touching any of the course markers.
Right Turn: The right turn event measures the participant’s ability to negotiate a tight 90 degree right turn. The corner is marked with a pivot cone and rear tire of the vehicle must pass within 6” of the corner. To measure this, a line is marked out at 45 degrees from the corner and divided into 6” increments. The judge must see which increment the outside edge of the right rear tire passes over in order to score the participant.

Right & Left Hand Reverses: The Right & Left Reverses test the participant’s ability to back the vehicle into a confined area. The vehicle must be backed to the right/left around a course marker into a narrow lane, and be stopped within 36” of a cone directly behind the vehicle. The vehicle must not touch the cones marking the sides of the lane, the marking lanes, or the rear cone. This obstacle measures the participant’s use of mirrors and depth perception. Ten (10) points will be deducted for each shift into reverse at any event other than the initial reverse shift allowed at either Reverse obstacle. Blow horn, turn on four-way flashers, shift into reverse, back in, stop, shift to neutral, blow horn two times, and open the door. Time stops when the bus stops and starts when the bus moves. The judge will take measurements when the horn blows and will indicate to the participant when the measurements are completed.

2 Passenger Stops: The participant must make a passenger stop at a location approximately two (2) vehicle lengths long. The stop must be made without the vehicle or tires touching any cones (simulating parked vehicles) or the curb, simulated by 4x4’s. The front tire on the vehicle should be 6” or less from the curb, and the rear tire should be 15” or less from the curb. Once the vehicle stops, the judges will measure the distance from the tires to the curb. There are two (2) passenger stops on the fixed route course. When approaching, turn on the signals or the flashers, make the required ADA Stop announcement, pull in, blow horn two times, and open the door. Time stops when the bus stops and starts when the bus moves. Judges will take measurements when horn blows and indicate to the participant when the measurements are completed.

Left Turn: The left turn event measures the participant’s ability to negotiate a tight left turn. The participant must turn the vehicle through a 90 degree turn and not touch any of the cones outlining the turn, even though some of the cones will be out of sight during the turn.

Diminishing Clearance: This event tests the participant’s ability to judge the position and speed of their vehicle. The participant must drive the vehicle through a tapered lane outlined by barrels. The vehicle must enter the tapered lane at a speed greater than or equal to twenty (20) mph.

Judgment Stop: This event measures the participant’s ability to judge closing differences between the vehicle and small objects directly ahead. After exiting the Diminishing Clearance obstacle, the participant must bring the vehicle to a full stop within 6” of a marker cone. The distance will be measured between the front bumper and the marker cone. Participants are not permitted to make multiple stops, or bring the vehicle to a creeping stop.

Smoothness of Operation & Elapsed Time: An on-board vehicle judge will evaluate each participant’s ability to deliver a smooth ride, through all the course maneuvers. Deductions will be made for occurrences of sudden starts, sudden stops, and abrupt turns. ADA announcements will also be evaluated. Each participant’s total elapsed time through the
course will be measured. In the event of a tied score, the operator with the lower elapsed time will be ranked higher.

Keep in mind that the actual order of the exercises may differ from the order they are presented in the Handbook. Participants will be provided a course map at orientation.

The on-board timekeeper will stop the watch while the judges are taking measurements. In the event of mechanical trouble, timing will stop and will not start again until the participant resumes driving.

While maneuvering through the obstacles, an on-board judge will evaluate the participant’s driving safety habits. The judge will observe the participant’s use of feet and hands, turn signals, horn and flashers. The use of a seat belt is required. The full value of the Safety Habits evaluation (25 points) will be deducted for failure to use the participant’s seat belt at any time the bus is in motion.

**Tiebreakers:** 1st Tiebreaker: the least amount of time on the course. 2nd Tiebreaker: the highest driving course score. 3rd Tiebreaker: the highest score on both passenger stops.
PERSONAL APPEARANCE
VEHICLE CLASS: FIXED ROUTE

Please circle the grade/points earned:

Deduct 10 points for each instance of poor professional appearance
(example: wrinkled uniform, unkempt personal appearance, unpolished or
dirty shoes.)

EXCELLENT 50
GOOD 40
FAIR 30
POOR 20
VERY POOR 10

Final Score

Reason for Judge’s rating (If less than 50)

______________________________
______________________________
______________________________
______________________________
______________________________

ROOKIE? □

JUDGE’S NAME: __________________________ INITIALS: ____________
COURSE EXPERT’S NAME: __________________________ INITIALS: ____________
SCORE RET QC: ______________ OVERALL SCORE QC: ____________ FINAL SCORE QC: ____________
SERPENTINE
VEHICLE CLASS: FIXED ROUTE
- Circle each cone that is touched.
- Touching the base of a cone is the same as touching the side.
- Each cone only counts against the contestant once (the first time it is touched).

**SCORING**

<table>
<thead>
<tr>
<th>COURSE JUDGE</th>
<th>SCOREKEEPERS CALCULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pivot cone touched</td>
<td>☐ Yes ☐ No (If Yes, deduct)</td>
</tr>
<tr>
<td>Number of other cones touched</td>
<td></td>
</tr>
<tr>
<td>Number of times shifted into reverse</td>
<td></td>
</tr>
<tr>
<td>Did not complete obstacle as designed</td>
<td>☐</td>
</tr>
</tbody>
</table>

50 - □□ = □□

Possible Points Points Deducted Final Score (Not less than 0)

**JUDGE’S NAME:** ___________________________ **INITIALS:** __________________
**COURSE EXPERT’S NAME:** ___________________________ **INITIALS:** __________________
**SCORE RET QC:** ___________ **OVERALL SCORE QC:** ___________ **FINAL SCORE QC:** ___________
REAR DUAL CLEARANCE
VEHICLE CLASS: FIXED ROUTE

• Circle each ball that is touched.
• Each ball only counts against the contestant once (the first time it is touched).
• Ball does not need to move off of washer for it to count as a touch.

### Scoring

<table>
<thead>
<tr>
<th>SCORING</th>
<th>COURSE JUDGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Balls Touched</td>
<td></td>
</tr>
<tr>
<td>B Balls Touched</td>
<td></td>
</tr>
<tr>
<td>C Balls Touched</td>
<td></td>
</tr>
<tr>
<td>D Balls Touched</td>
<td></td>
</tr>
<tr>
<td>E Balls Touched</td>
<td></td>
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<tr>
<td>Shifted into reverse</td>
<td></td>
</tr>
<tr>
<td>Did not complete obstacle as designed</td>
<td></td>
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</table>

### Scorekeepers Calculations

<p>| | |</p>
<table>
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<tr>
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<tbody>
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<td>X 20</td>
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<td>X 16</td>
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<td>X 8</td>
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<td>X 4</td>
<td>______________________</td>
</tr>
<tr>
<td>X 2</td>
<td>______________________</td>
</tr>
<tr>
<td>X 10</td>
<td>______________________</td>
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<td>X 50</td>
<td>______________________</td>
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50 - [ ] = [ ]

### Possible Points

<table>
<thead>
<tr>
<th>Points Deducted</th>
<th>Final Score (Not less than 0)</th>
</tr>
</thead>
</table>

**Note:** Circle each ball touched

**JUDGE’S NAME:** ____________________________  **INITIALS:** ____________

**COURSE EXPERT’S NAME:** ____________________  **INITIALS:** ____________

**SCORE RET QC:** ____________  **OVERALL SCORE QC:** ____________  **FINAL SCORE QC:** ____________
OFFSET STREET
VEHICLE CLASS: FIXED ROUTE
• Circle each cone that is touched.
• Touching the base of a cone is the same as touching the side.
• Each cone only counts against the contestant once (the first time it is touched).

SCORING

<table>
<thead>
<tr>
<th>SCORING</th>
<th>COURSE JUDGE</th>
<th>SCOREKEEPERS CALCULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of cones touched</td>
<td>[Blank]</td>
<td>X 10 = [Blank]</td>
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<tr>
<td>Number of times shifted into reverse</td>
<td>[Blank]</td>
<td>X 10 = [Blank]</td>
</tr>
<tr>
<td>Did not complete obstacle as designed</td>
<td>[Blank]</td>
<td>X 50 = [Blank]</td>
</tr>
</tbody>
</table>

Possible Points: 50
Points Deducted: [Blank]
Final Score: [Blank]

Note: Circle each cone touched

JUDGE’S NAME: ____________________________ INITIALS: ____________
COURSE EXPERT’S NAME: ____________________________ INITIALS: ____________
SCORE RET QC: ____________ OVERALL SCORE QC: ____________ FINAL SCORE QC: ____________
RIGHT TURN
VEHICLE CLASS: FIXED ROUTE

• Circle each cone and rear tire marker that is touched.
• Touching the base of a cone is the same as touching the side.
• Each cone only counts against the contestant once (the first time it is touched).
• Note the number of 6” segments beyond the first 6” segment the right rear tire passes by the pivot cone.

On the diagram, mark the approximate location that the outside right rear tire crosses the 45 degree line. Markings anywhere within the first 6” segment beyond the initial 6” line shall count as one. Markings anywhere within the second 6” segment shall count as two, and so on.

SCORING

COURSE JUDGE

Pivot cone touched

Number of other cones touched

Number of times shifted into reverse

Number of 6” segments beyond first 6” segment

 Did not complete obstacle as designed

SCOREKEEPERS CALCULATIONS

X 25 =
X 10 =
X 10 =
X 5 =
X 50 =

50 - Points Deducted = Final Score (Not less than 0)

Possible Points

JUDGE’S NAME: ____________________________________________ INITIALS: ______________________
COURSE EXPERT’S NAME: ____________________________________ INITIALS: ______________________
SCORE RET QC: _______________ OVERALL SCORE QC: _______________ FINAL SCORE QC: _______________
LEFT HAND REVERSE

VEHICLE CLASS: FIXED ROUTE

- Circle each cone that is touched.
- Touching the base of a cone is the same as touching the side.
- Each cone only counts against the contestant once (the first time it is touched).
- When vehicle stops backing up, measure distance (in inches) from the base of the rear cone to the rear bumper.

On the diagram, mark the approximate location of the bus bumper from the rear cone. Markings anywhere within the first 12” segment **beyond** the 36” line shall count as one, markings anywhere within the second 12” segment shall count as two, and so on.

**SCORING**

<table>
<thead>
<tr>
<th>COURSE JUDGE</th>
<th>SCOREKEEPERS CALCULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear cone touched</td>
<td>□ Yes □ No</td>
</tr>
<tr>
<td>(If Yes, deduct)</td>
<td></td>
</tr>
<tr>
<td>Pivot cone touched</td>
<td>□ Yes □ No</td>
</tr>
<tr>
<td>Number of other cones touched</td>
<td>□</td>
</tr>
<tr>
<td>Number of times shifted into reverse</td>
<td>□</td>
</tr>
<tr>
<td>(after initial shift into reverse)</td>
<td></td>
</tr>
<tr>
<td>Number of 12” segments <strong>beyond</strong> the 36” limit from rear cone</td>
<td>□</td>
</tr>
<tr>
<td>(not less than 0)</td>
<td></td>
</tr>
<tr>
<td>Did not complete obstacle as designed</td>
<td>□</td>
</tr>
</tbody>
</table>

50 = □ □ = □

Possible Points
Points Deducted
Final Score
(Not less than 0)

JUDGE’S NAME: ____________________________________________ INITIALS: ____________________
COURSE EXPERT’S NAME: ______________________________________ INITIALS: ____________________
SCORE RET QC: ___________________ OVERALL SCORE QC: ___________ FINAL SCORE QC: ___________
RIGHT HAND REVERSE  
VEHICLE CLASS: FIXED ROUTE  
• Circle each cone that is touched.  
• Touching the base of a cone is the same as touching the side.  
• Each cone only counts against the contestant once (the first time it is touched).  
• When vehicle stops backing up, measure distance (in inches) from the base of the rear cone to the rear bumper.

On the diagram, mark the approximate location of the bus bumper from the rear cone. Markings anywhere within the first 12" segment beyond the 36" line shall count as one, markings anywhere within the second 12" segment shall count as two, and so on.

### SCORING

<table>
<thead>
<tr>
<th>SCOREKEEPERS CALCULATIONS</th>
<th>COURSE JUDGE</th>
<th>SCOREKEEPERS CALCULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear cone touched</td>
<td>□ Yes □ No</td>
<td>X 25 = _______________</td>
</tr>
<tr>
<td>(If Yes, deduct)</td>
<td></td>
<td>X 10 = _______________</td>
</tr>
<tr>
<td>Pivot cone touched</td>
<td>□ Yes □ No</td>
<td>X 5 = _______________</td>
</tr>
<tr>
<td>Number of other cones touched</td>
<td>___________</td>
<td>X 10 = _______________</td>
</tr>
<tr>
<td>Number of times shifted into reverse</td>
<td>___________</td>
<td>X 5 = _______________ (not less than 0)</td>
</tr>
<tr>
<td>(after initial shift into reverse)</td>
<td></td>
<td>X 50 = _______________</td>
</tr>
<tr>
<td>Number of 12&quot; segments beyond the 36&quot; limit from rear cone</td>
<td>___________</td>
<td>(not less than 0)</td>
</tr>
<tr>
<td>Did not complete obstacle as designed</td>
<td>□ No</td>
<td>50 = □ Points Deducted □ Final Score QC: ___________</td>
</tr>
</tbody>
</table>

Points Deducted Final Score QC: ___________  
Possible Points: ___________  
JUDGE’S NAME: ____________________________________________  
INITIALS: ____________________________________________  
COURSE EXPERT’S NAME: ____________________________________  
INITIALS: ____________________________________________  
SCORE RET QC: ___________  
OVERALL SCORE QC: ___________  
FINAL SCORE QC: ___________
FIRST PASSENGER STOP
VEHICLE CLASS: FIXED ROUTE

- Circle each cone that is touched.
- Touching the base of a cone is the same as touching the side.
- Each cone only counts against the contestant once (the first time it is touched).
- If vehicle tire strikes curb, mark first contact only with an “X”.
- Measure distance in inches from top of the curb to the tire sidewall, directly under the center of the wheel hub.

SCORING

Number of Entrance Cones Touched

Curb Touched?

Yes ☐ No ☐

Front Tire Distance From Curb (in inches)

1 point penalty for each inch beyond 6 inches

All distance are rounded up or down to the nearest inch.

(A measurement less than ½ inch is rounded down).

(A measurement ½ inch or more is rounded up).

Rear Tire Distance From Curb (in inches)

1 point penalty for each inch beyond 15 inches

All distance are rounded up or down to the nearest inch.

(A measurement less than ½ inch is rounded down).

(A measurement ½ inch or more is rounded up).

Number of Exit Cones Touched

Number of times shifted into reverse

Did not complete obstacle as designed ☐

SCOREKEEPERS CALCULATIONS

X 25 = ________________

X 25 = ________________

X 1 = ________________ (Not less than 0)

1 point off per inch beyond 6”

X 1 = ________________ (Not less than 0)

1 point off per inch beyond 15”

X 25 = ________________

X 10 = ________________

X 50 = ________________

50 - ☐ = ☐

Possible Points

Points Deducted

Final Score

(Not less than 0)
LEFT TURN
VEHICLE CLASS: FIXED ROUTE
• Circle each cone that is touched.
• Touching the base of a cone is the same as touching the side.
• Each cone only counts against the contestant once (the first time it is touched).

SCORING

<table>
<thead>
<tr>
<th>COURSE JUDGE</th>
<th>SCOREKEEPERS CALCULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of entrance cones touched</td>
<td>X 25 = ____________________</td>
</tr>
<tr>
<td>Number of other cones touched</td>
<td>X 10 = ____________________</td>
</tr>
<tr>
<td>Number of times shifted into reverse</td>
<td>X 10 = ____________________</td>
</tr>
<tr>
<td>Did not complete obstacle as designed</td>
<td>X 50 = ____________________</td>
</tr>
</tbody>
</table>

50 - [ ] = [ ]

Possible Points Points Deducted Final Score (Not less than 0)

JUDGE’S NAME: ____________________________________________ INITIALS: __________________
COURSE EXPERT’S NAME: ____________________________________ INITIALS: __________________
SCORE RET QC: ______________ OVERALL SCORE QC: ______________ FINAL SCORE QC: ______________
SECOND PASSENGER STOP
VEHICLE CLASS: FIXED ROUTE

- Circle each cone that is touched.
- Touching the base of a cone is the same as touching the side.
- Each cone only counts against the contestant once (the first time it is touched).
- If vehicle tire strikes curb, mark first contact only with an “X”.
- Measure distance in inches from top of the curb to the tire sidewall, directly under the center of the wheel hub.

Note: Circle each cone touched

**SCORING**

<table>
<thead>
<tr>
<th>COURSE JUDGE</th>
<th>SCOREKEEPERS CALCULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Entrance Cones Touched</td>
<td>X 25 = ________________</td>
</tr>
<tr>
<td>Curb Touched?</td>
<td>X 25 = ________________</td>
</tr>
<tr>
<td>Yes ☐ No ☐ (If Yes, deduct)</td>
<td>X 1 = ________________ (Not less than 0)</td>
</tr>
<tr>
<td>Front Tire Distance From Curb (in inches)</td>
<td>1 point off per inch beyond 6”</td>
</tr>
<tr>
<td>☐ (-6)</td>
<td>X 1 = ________________ (Not less than 0)</td>
</tr>
<tr>
<td>1 point penalty for each inch beyond 6 inches</td>
<td>1 point off per inch beyond 15”</td>
</tr>
<tr>
<td>All distance are rounded up or down to the nearest inch.</td>
<td>X 1 = ________________</td>
</tr>
<tr>
<td>(A measurement less than ½ inch is rounded down).</td>
<td>X 25 = ________________</td>
</tr>
<tr>
<td>(A measurement ½ inch or more is rounded up).</td>
<td>X 10 = ________________</td>
</tr>
<tr>
<td>Rear Tire Distance From Curb (in inches)</td>
<td>X 50 = ________________</td>
</tr>
<tr>
<td>☐ (-15)</td>
<td>X 25 = ________________</td>
</tr>
<tr>
<td>1 point penalty for each inch beyond 15 inches</td>
<td>X 10 = ________________</td>
</tr>
<tr>
<td>All distance are rounded up or down to the nearest inch.</td>
<td>X 50 = ________________</td>
</tr>
<tr>
<td>(A measurement less than ½ inch is rounded down).</td>
<td>50 - [Points Deducted] = [Final Score]</td>
</tr>
<tr>
<td>(A measurement ½ inch or more is rounded up).</td>
<td>Possible Points</td>
</tr>
<tr>
<td>Number of Exit Cones Touched</td>
<td>(Not less than 0)</td>
</tr>
<tr>
<td>Number of times shifted into reverse</td>
<td>(Not less than 0)</td>
</tr>
<tr>
<td>Did not complete obstacle as designed</td>
<td>(Not less than 0)</td>
</tr>
</tbody>
</table>

**JUDGE’S NAME:** _________________________ **INITIALS:** ____________
**COURSE EXPERT’S NAME:** _________________________ **INITIALS:** ____________
**SCORE RET QC:** _________________________
**OVERALL SCORE QC:** ____________ **FINAL SCORE QC:** ____________
DIMINISHING CLEARANCE

VEHICLE CLASS: FIXED ROUTE

- Circle each barrel that is touched.
- Each barrel only counts against the contestant once (the first time it is touched).
- Speed detection will determine if vehicle maintains minimum speed of 20 MPH through all ten barrels.

SCORING

COURSE JUDGE
Number or A Barrels Touched                                   ______
Number or B Barrels Touched                                   ______
Number or C Barrels Touched                                   ______
Number or D Barrels Touched                                   ______
Number or E Barrels Touched                                   ______
Maintained Minimum Speed of 20 MPH? □ Yes □ No
(If No, deduct)

ACTUAL SPEED __________
Did not complete obstacle as designed □

SCOREKEEPERS CALCULATIONS

<table>
<thead>
<tr>
<th>Coefficient</th>
<th>Calculation</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>X 20 = _______</td>
</tr>
<tr>
<td>16</td>
<td>X 16 = _______</td>
</tr>
<tr>
<td>8</td>
<td>X 8 = _______</td>
</tr>
<tr>
<td>4</td>
<td>X 4 = _______</td>
</tr>
<tr>
<td>2</td>
<td>X 2 = _______</td>
</tr>
<tr>
<td>25</td>
<td>X 25 = _______</td>
</tr>
<tr>
<td>50</td>
<td>X 50 = _______</td>
</tr>
</tbody>
</table>

50
Possible Points Points Deducted Final Score
(Not less than 0)

JUDGE’S NAME: ____________________________________________ INITIALS: __________________
COURSE EXPERT’S NAME: ____________________________________ INITIALS: __________________
SCORE RET QC: ___________ OVERALL SCORE QC: ___________ FINAL SCORE QC: ___________
JUDGEMENT STOP
VEHICLE CLASS: FIXED ROUTE
• Circle cone if contact is made.
• Touching the base of a cone is the same as touching the side.
• Measure distance (in inches) from top of cone to vehicle bumper after vehicle has stopped.

SCORING

Cone Touched?

☐ Yes ☐ No

(If Yes, deduct)

Distance From Cone (in inches) ________ (-6)

1 point penalty for each inch beyond 6 inches

All distance are rounded up or down to the nearest inch.

(A measurement less than ½ inch is rounded down).

(A measurement ½ inch or more is rounded up).

Additional Full Stops

(At Initial Full Stop)

Did not complete obstacle as designed

SCOREKEEPERS CALCULATIONS

X 50 = ____________

X 1 = ____________ (Not less than 0)

1 point off per inch beyond 6”

X 25 = ____________

X 50 = ____________

50 - □ □ = □ □

Possible Points

Points Deducted

Final Score

(Not less than 0)

JUDGE’S NAME: ____________________________________________ INITIALS:

COURSE EXPERT’S NAME: ____________________________________ INITIALS:

SCORE RET QC: ____________ OVERALL SCORE QC: ____________ FINAL SCORE QC: ____________
SMOOTHNESS OF OPERATION AND ELAPSED TIME

VEHICLE CLASS: FIXED ROUTE

Evaluate each contestant on his/her ability to deliver a smooth ride on the bus. The following criteria is to be employed in making each evaluation. Points deducted for each occurrence.

**SCORING**

- Number of Sudden Stops
- Number of Sudden Starts
- Number of Abrupt Turns
- Number of ADA Announcements not made

**SCOREKEEPERS CALCULATIONS**

\[ \text{Score} = \frac{25 - \text{Points Deducted}}{10} \]

Possible Points: 25

Time in seconds greater than 7 minutes

**Timing** begins when vehicle front bumper crosses the starting line and ends when the vehicle comes to a final full stop at the last obstacle. Pause the stop watch when the vehicle stops for measurements at the Right Reverse, Both Passenger Stops, Left Reverse or if the vehicle is held for any reason along the course.

Notify contestant when 7 minute mark is reached

Contestant’s Time: minutes seconds

A time penalty of 1 point per second will be assessed for any time over 7 minutes. This calculation will be performed by the official onboard scorekeepers. Enter the time in seconds greater than 7 minutes.

JUDGE’S NAME: ___________________________ INITIALS: ___________
COURSE EXPERT’S NAME: ___________________________ INITIALS: ___________
SCORE RET QC: _______________ OVERALL SCORE QC: ___________ FINAL SCORE QC: ___________
# SAFETY HABITS

**VEHICLE CLASS:** FIXED ROUTE

## SECTION A

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Failure to use proper turn signal (each instance)</td>
<td>______</td>
<td></td>
</tr>
<tr>
<td>2. Failure to sound the horn when backing up (each instance)</td>
<td>______</td>
<td></td>
</tr>
<tr>
<td>3. Failure to use flashers when backing up (each instance)</td>
<td>______</td>
<td></td>
</tr>
<tr>
<td>4. Moving with door open (each instance)</td>
<td>______</td>
<td></td>
</tr>
<tr>
<td>5. Failure to use seat belt (each instance)</td>
<td>______</td>
<td></td>
</tr>
</tbody>
</table>

## SECTION B

**DEDUCT POINTS IF OPERATOR EXHIBITS:**

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Poor posture</td>
<td>______</td>
<td></td>
</tr>
<tr>
<td>2. Poor use of mirrors</td>
<td>______</td>
<td></td>
</tr>
<tr>
<td>3. Poor use of hands</td>
<td>______</td>
<td></td>
</tr>
<tr>
<td>4. Poor use of feet</td>
<td>______</td>
<td></td>
</tr>
</tbody>
</table>

### COURSE JUDGE SCORING

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
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<tbody>
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<td>X 1</td>
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<td>X 3</td>
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<td>X 3</td>
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<tr>
<td>X 3</td>
<td>=</td>
<td></td>
</tr>
<tr>
<td>X 25</td>
<td>=</td>
<td></td>
</tr>
</tbody>
</table>

### SCOREKEEPERS CALCULATIONS

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>X 2</td>
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<td>X 2</td>
<td>=</td>
</tr>
<tr>
<td>X 2</td>
<td>=</td>
</tr>
<tr>
<td>X 2</td>
<td>=</td>
</tr>
</tbody>
</table>

25 - □ = □

Possible Points: Points Deducted: Final Score: (Not less than 0)

JUDGE'S NAME: ____________________________________________ INITIALS: ______________

COURSE EXPERT'S NAME: ___________________________________ INITIALS: ______________

SCORE RET QC: ___________ OVERALL SCORE QC: _______ FINAL SCORE QC: __________________
Please circle the correct number of defects found / points earned:

<table>
<thead>
<tr>
<th>Defects Found</th>
<th>Points Earned</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>50</td>
</tr>
<tr>
<td>9</td>
<td>45</td>
</tr>
<tr>
<td>8</td>
<td>40</td>
</tr>
<tr>
<td>7</td>
<td>35</td>
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<td>6</td>
<td>30</td>
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<tr>
<td>5</td>
<td>25</td>
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<td>4</td>
<td>20</td>
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<tr>
<td>3</td>
<td>15</td>
</tr>
<tr>
<td>2</td>
<td>10</td>
</tr>
<tr>
<td>1</td>
<td>5</td>
</tr>
</tbody>
</table>

- First tie-breaker is total time:

Contestant’s Time: _________: ________

- Second tie-breaker found? Yes [ ] No [ ]
- Third tie-breaker found? Yes [ ] No [ ]
- 5 point penalty for not returning the bus exactly as it was prior to the event.

Penalty Points Assessed? Yes [ ] No [ ]

---

JUDGE’S NAME: __________________________ INITIALS: __________________________

COURSE EXPERT’S NAME: __________________________ INITIALS: __________________________

SCORE RET QC: _______________ OVERALL SCORE QC: _______________ FINAL SCORE QC: _______________
MAINTENANCE DIVISION
MAINTENANCE

Technicians must select either Fixed Route or Paratransit competition. A Technician cannot participate in both.

MAINTENANCE TEAM EVENTS (Fixed Route)

There are seven (7) events in which the fixed route team will compete: Bus Inspection, Cummins Engine Module, Air Brake Board, I/O Controls, Thermo King A/C, Vapor Door Event, and the Written Test.

FIXED ROUTE BUS INSPECTION (TECHNICIAN)

This event is worth 375 points with a possible bonus of fifty (50) points or 17.5% of the total score. Fifteen (15) equipment related defects are planted on or in a bus that would make a bus operationally unready. Defects are of a type that a technician might find during a minor maintenance inspection, including items listed in F.A.C. 14-90. Defects will be those that do not require the bus to be started or require the contestants to crawl under the bus. Teams will not be allowed to have a checklist of defects to refer to during the competition. Eligible defects could include broken, loose, bad, missing, or incorrect: seats, all type of lights, all windows, stanchions, flooring, destination sign, door engine, fire extinguisher, windshield, wipers, run block numbers, mirrors, license plate, bell chord and/or dipsticks. Ineligible defects include defects under the bus, exterior body damage, paint problems. Fluid leaks such as oil, water, fuel, etc., will not be considered as defects. Equipment where multiple defects are possible will be counted only once (i.e., seats, windows, and lights). A general location must be given and must identify multiple equipment defects (i.e., left side #1 window, right-front-side directional light). Front and rear windows, headlights, taillights, brake lights, mirror, and turn signals, will each count as separate defects the team will be provided with the necessary clipboards, paper, pencils, tools, and test equipment.

Time: The team will be allotted seven (7) minutes to inspect, locate, identify and legibly record any defects found. Abbreviations used in the shop are allowed as long as they are understandable to the judges. Time warning will be given to the team at the two (2) minute, one (1) minute, and thirty (30) second time marks. If a team believes they have completed the inspection and wishes to stop before seven (7) minutes, they can say “I'm finished” at which time the clock will be stopped and the time recorded. Recording defects and securing doors will not be allowed after time has elapsed.

Scoring: Points will be given for only the recorded defects that were planted by the judges. Defects that are found that have not been planted will have no value. There is no limit to the number of defects the Maintenance Team may submit. The judges will review the list of defects with each team for clarification upon completion of the event. Twenty-five (25) points will be awarded for each planted defect found with a maximum of three hundred seventy-five (375) points plus any Bonus earned. If a team correctly identifies all fifteen (15) defects within the seven (7) minute time limit, a 50-point Bonus will be awarded.

Penalties: Any act of misconduct or critical safety violation, at the discretion of the event expert, may result in disqualification and from this portion of the competition and the team will receive zero points. Penalty points will be assessed if the bus is not returned to its original
condition. Each item not returned to its original condition will constitute a loss of ten (10) points each. Some examples of these items would include, but are not limited to; the entrance door, exit door or compartment doors left in the wrong position and/or lights, switches, levers left in the on position. The total score attained in any case cannot be less than zero (0).

Starting the bus constitutes a safety violation and will result in the team being disqualified from this portion of the competition. The inspection bus will be supplied with the necessary electrical power and air pressure required to operate all of the systems being inspected.

**Tiebreaker:** In the event of a tie in the Bus Inspection, the total time taken to complete the event (fastest time) will be used as the primary tiebreaker. If teams are still tied after comparing the time to complete the event a second tiebreaker will be used. Prior to the beginning of the competition the judge will identify the 3 of the 15 planted defects, that best demonstrate the team’s attention to detail, to be used as tiebreaker defects. The number of tiebreaking defects found will be recorded on each team’s score sheet. A team can stop before seven (7) minutes and say “I’m finished”. The clock will then be stopped and the time recorded for tiebreaker purposes.

**CUMMINS ENGINE MODULE**

This event is worth 350 points with a possible bonus of one hundred (100) points or 18.5% of the total score. The engine for the event will be a Cummins EPA 2010 ISL9 CM2350 with an Allison B400R transmission, EMP Mini-Hybrid system mounted on a portable frame. The Power train Module features simulations of typical transit bus vehicle interfaces. Seven (7) defects or problems related to the engine and transmission are planted. One defect will render the engine inoperable. For the purpose of the Roadeo, inoperable will mean that the engine will not start, or when started will not maintain an idle of 700 rpm. A team may attempt to start the engine at any time to check for defects. Types of defects could include but are not limited to: defective sensors, wires, and/or connectors; defective injector (mechanically or electronically); obstruction with the flow of air, water, exhaust, fuel, or oil; improper fluid levels; and missing assemblies or parts thereof. Fluid leaks such as oil, water, fuel, etc., will not be considered as defects. The judges will review the list of defects with each team upon the completion of the event to clarify their list of defects. Any defect where the engine must be running for the defect to be normally found will not be scored if the engine is not started. The team will be provided with the necessary clipboards, paper, pencils, tools, and test equipment.

**Time:** The team will be allotted ten (10) minutes to inspect, troubleshoot, diagnose, correct and record the planted defects on paper. Only seven (7) defects are to be listed. If more than seven defects are listed, only the first seven listed will be scored. The team will only have to correct that defect which prevents the engine from starting and/or maintaining an idle speed of 700 rpm. Time warning will be given to the team at the two (2) minute, one (1) minute, and the thirty (30) second time marks. A team can stop before time expires and say “I’m finished”. The clock will then be stopped and the time recorded for tiebreaker purposes.

**Scoring:** Points will be awarded for each defect correctly identified, recorded, and in the case of the defect which renders the power train inoperable, corrected. Only those defects planted by the judges will be considered for scoring. Fifty (50) points are awarded for each planted defect found. A maximum of three hundred fifty (350) points plus a Bonus can be earned in this event. If the team identifies all of the defects, corrects the one defect that caused the
power train to be inoperable, and the engine maintains an idle speed of 700 rpm, a bonus of one hundred (100) points will be added to the team score. Once the final start has been made, a team may not go back and make additional corrections to the power train or list more defects.

**Penalties:** Any act of misconduct or critical safety violation, at the discretion of the event expert, may result in disqualification and from this portion of the competition and the team will receive zero points. A team will be penalized fifty (50) points for each attempt to rev the engine with the valve cover off or each attempt to start the engine in an unsafe condition. A team will also be penalized 50 points for not having the power train in operational condition before the final engine start is attempted, (i.e., valve covers, wires, connectors, dipstick, etc.) in place and secure. The team will be penalized ten (10) points each misuse of any diagnostic or test equipment.

**Tiebreaker:** In the event of a tie in the Cummins Engine Module, the total time taken to complete the event (fastest time) will be used as the primary tiebreaker. Second tiebreaker will be correcting the defect that causes the engine to be inoperable and maintain the engine speed of 700 rpm. Third tiebreaker will be the time taken to correct the defect that causes the engine to be inoperable and maintain the engine speed of 700 rpm. A team can stop before time expires and say “I’m finished”. The clock will then be stopped and the time recorded for tiebreaker purposes.

**AIR BRAKE BOARD**
This is a two part event and is worth **300 points with a possible bonus of fifty (50) points or 15% of the total score.** Part 1 of this event will use electric components found within the air system of a bus. Part 2 of this obstacle will use a Gillig Air Brake Board. The team will be asked to identify the six (6) planted defects on the Air Brake Board System. The competition will be conducted using a functional Gillig Air Brake Board System. The components of the system may be downsized, but all will be functional with the exception of the air compressor. A total of seven (7) minutes will be allotted to complete both parts 1 and 2 of this event.

**Air Brake System Electrical/Pneumatics Diagnostics:** The team will be required to use a Digital Volt Ohm Meter (DVOM) to diagnose an electrical component. The electrical component may include, but is not limited to: electrical relays, sensors, wiring harness, etc. Part I will be timed and will be used as a tiebreaker for the event.

**Air Brake System Troubleshooting:** The team will be asked to inspect, locate, identify and record, in a legible written list, the six (6) planted defects they have found, including the location of each defect. The team has a total of seven (7) minutes to complete the overall event. Defects will be mechanical or electrical in nature, but will not be air-line or connection leaks. Defects will be such that do not require the system to be repaired, taken apart or disconnected. Only the first six (6) defects listed will be counted. Abbreviations used in the shop or industry will be allowed as long as they can be understood by the judges. Upon completion of the time, the judges will review the list of defects with each team for clarification only. Time warnings will be given to the team at the two (2) minute, one (1) minute, and thirty (30) second time marks.

**Scoring:** Fifty (50) Bonus points will be awarded for the successful diagnosis of Part I, Air Brake System Electrical/Pneumatics Diagnostics. Part 2, Air Brake System Troubleshooting, will be worth 300 points. Fifty (50) points will be awarded for each of the six (6) planted defects found in the Air Brake System. Points will be given only for those recorded defects that were
planted by the judges. No consideration will be given for listed defects not planted. Only six (6) defects are to be listed. If more than six (6) are listed, only the first six (6) listed will count for scoring purposes. If more than six (6) were initially listed, unwanted listings may be crossed out to leave the top choices but must be done prior to time expiration.

**Penalties:** Any act of misconduct or critical safety violation, at the discretion of the event expert, may result in disqualification and from this portion of the competition and the team will receive zero points. The team will be penalized ten (10) points for each misuse of diagnostic/test equipment. The team will be penalized ten (10) points for each safety violation incident. The team will be penalized ten (10) points each aspect of the ABS board not returned to its original status, i.e. Air: on/off, Power: on/off. The team will notify the judges when they are finished. Once notice is given, the team may not list additional defects.

**Tiebreaker:** In the event of a tie in the Air Brake Module, the total time taken to complete the event (fastest time) will be used as the primary tiebreaker. The second tiebreaker will be the number of correct answers in Part 1 Air Brake System Electrical/Pneumatics Diagnostics. Third tiebreaker will be the fastest time to diagnose and record the defects in Part I Air Brake System Electrical/Pneumatics Diagnostics. A team can stop before time expires and say “I’m finished”. The clock will then be stopped and the time recorded for tiebreaker purposes.

**I/O CONTROL**
This event is worth **300 points with a possible bonus of fifty (50) points or 15%** of the total score. This obstacle will take place on an I/O controlled bus. A total of six (6) defects will be inserted into the coach electrical system. One defect will render the engine inoperable. For purposes of the Roadeo, inoperable will mean that the engine will turn over with the starting motor, but will not continue to run after the starting circuit is disengaged. Defects will be mechanical or electrical in nature. Leakage of any fluid will not be considered a defect. Defects will be such that they do not require the coach to be repaired or taken apart. Only the first six (6) defects listed will be counted by the judges. Abbreviations used in the shop or industry will be allowed as long as they can be understood by the judges. Upon completion of time, the judges will review the list of defects with each team to clarify their list of defects. Each team will be supplied with a clipboard, paper and miscellaneous tools.

**Note:** The total number of defects may be reduced if it is determined the number specified is unrealistic. **Technicians will be notified of the total number of actual defects.**

The team will be asked to inspect, locate, identify and record, in a legible written list, the six (6) planted defects they have found, including the location of each defect. The team has a total of ten (10) minutes to complete the overall event. The team will only have to correct the defect that prevents the engine from starting. Time warnings will be given to the team at the two (2) minute, one (1) minute and thirty (30) second time marks.

**Scoring:** Fifty (50) points are awarded for each of the six (6) planted defects found and fifty (50) Bonus points for recording and correcting the “no start” defect. Points will be given only for those six (6) defects that were planted by the judges. No consideration will be given for listed defects not planted. Points will be awarded for each defect correctly identified, recorded, and in case of a defect which renders the engine inoperable, corrected. The team will notify the judges when they are finished. Once notice is given, the team may not list additional defects or make additional corrections to the coach.
Penalties: Any act of misconduct or critical safety violation, at the discretion of the event expert, may result in disqualification and from this portion of the competition and the team will receive zero points. The team will be penalized ten (10) points for each misuse of diagnostic or test equipment. The team will be penalized twenty (20) points for each safety violation or improper use of safety equipment.

Tiebreaker: In the event of a tie in the I/O Control Module, the total time taken to complete the event (fastest time) will be used as the primary tiebreaker. The second tie-breaker will be finding and correcting the “no-start” defect. Third tiebreaker will be fastest time for finding and correcting the “no start” defect. A team can stop before time expires and say “I’m finished”. The clock will then be stopped and the time recorded for tiebreaker purposes.

A/C Module – Thermo King IntelligAIRE III Air Conditioning Module
This event is worth 300 points with a possible bonus of fifty (50) points or 15% of the total score. The equipment used for this event is the T14-M80 Thermo King rear mount bus air conditioning unit, operating with R-134A refrigerant. It has a TK S-391 screw compressor and clutch assemble, TK brushless motors and TK IntelligAire III CANDiag software to provide diagnostic capabilities. The unit is a functional system with the exception of the heating portion of the unit. The unit will not be connected to a hot water source for the competition.

One team member will be identified as the person who will control the unit’s power switch. Each time the unit is started, that person must announce the start of the unit. There will be a ten (10) minute time limit for this event and it will consist of two (2) parts.

Part One: Correctly identify and define the planted code in the IntelligAIRE system. A bonus of fifty (50) points will be awarded for the accurate retrieval and definition of the IntelligAIRE code.

Part Two: Team members must inspect, locate, identify and record a legible list of the six (6) planted defects found and include the location where they are found. Defects will be mechanical in nature, but leakage of refrigerant or oil will not be considered a defect. Defects will be such that they do not require the system to be repaired or taken apart. Only the first six (6) defects will be counted. Points will be given only for those defects that were planted by the judges. No consideration will be given for listed defects that were not planted. Fifty (50) points will be awarded for each planted defect found. Abbreviations used in the shop or industry will be allowed as long as they can be understood by the judges. The judges will review the defect list with each team for clarification only. This is done after the time limit is called. Time warnings will be given to the team at two (2) minutes, one (1) minute and the thirty (30) second time mark. Each team will be supplied with a clipboard, paper and miscellaneous tools.

Scoring: Fifty (50) points are awarded for each of the six (6) planted defects found and a fifty (50) point bonus for the accurate retrieval and definition of the IntelligAIRE code. Points will be given only for those six (6) defects that were planted by the judges. No consideration will be given for listed defects not planted by the judges. The team must notify the judges when they are finished. Once notice is given, the team may not list any additional defects or make additional corrections to the module.
Penalties: Any act of misconduct or critical safety violation, at the discretion of the event expert, may result in disqualification and from this portion of the competition and the team will receive zero points. A ten (10) point penalty will be assessed for each tool not returned prior to crossing the finish line. A ten (10) point penalty will be assessed for not each component of the system not returned to original status. A possible ten (10) point safety penalty will be assessed for each safety violation, or attempt to operate the system in an unsafe manner.

Tiebreaker: In the event of a tie in the A/C Module, the total time taken to complete the event (fastest time) will be used as the primary tiebreaker. The second tiebreaker is team that accurately completes Part 1. The third tiebreaker will be the fastest time to complete Part 1. A team can stop before time expires and say “I’m finished”. The clock will then be stopped and the time recorded for tiebreaker purposes.

Vapor Door Event
This event is worth 350 points or 15% of the total score. The competition will be conducted on a fully operational, half-height bus door system mockup. Components used will be the Vapor rear-door, slide-glide door system. Pneumatic actuator baseplate assembly includes a Vapor Activair® door engine, connecting rods, door shaft levers, pressure wave switches, wiring and air hoses. Also included: two (2), half-height Vapor Ameriview® door panels equipped with Vapor mechanical touch bars and sensitive leading edges, roller brackets, brushes and door seals; vertical shafts and arms; emergency release mechanism; and a driver’s door controller handle. An air compressor will provide 90-120psi air supply to the door system.
Equipment: All necessary tools and equipment required to compete in this event will be provided.

Time: The team will be allotted seven (7) minutes to inspect, locate, identify and legibly record the planted defects. Time warnings will be given to the team at the remaining time of two (2) minutes, one (1) minute, and thirty (30) seconds. A team can stop before time expires and say “I’m finished”. The clock will then be stopped and the time recorded for tiebreaker purposes.

Defects: The competition will consist of seven (7) planted defects. The defects will be mechanical or electrical in nature. The team will not be required to repair the defect. Leakage of air will not be considered a defect. The team may attempt to open and close the doors to check for defects.

Safety: Any act of misconduct or critical safety violation, at the discretion of the event expert, may result in disqualification and from this portion of the competition and the team will receive zero points. Each team will designate a team member as the “Door Opener.” Door Opener to yell “CLEAR” prior to moving the door control handle. Must hear verbal acknowledgement “CLEAR” from each of the other team members before moving the door control handle. A ten (10) point Safety Violation will be assessed for each instance this procedure is not followed. A team member is allowed to stand on the inboard side (inside) of the mockup only. A ten (10) point safety violation will be assessed for each attempt to stand on the outboard side (outside) of the mockup. The team will be penalized ten (10) points for each safety violation incident, or miss use of tools.

Scoring: Fifty (50) points are awarded for each planted defect found, with a maximum of three hundred and fifty (350) points. Only those defects planted by the judges will be
considered for scoring purposes. No consideration will be given for listed defects not planted. Only seven (7) defects are to be listed. If more than seven are listed, only the first seven will count for scoring purposes. If more than seven were initially listed, unwanted listings may be crossed out to leave the top choices, but must be completed prior to the time expiration. The team will notify the judges when they are finished. Once notice is given, the team may not delete or add additional defects. The judges will review the list of defects with each team for clarification.

**Tiebreaker:** In the event of a tie in the Vapor Door Module, the total time taken to complete the event (fastest time) will be used as the primary tiebreaker. A team can stop before time expires and say “I'm finished”. The clock will then be stopped and the time recorded for tiebreaker purposes.

**WRITTEN TEST**
This event is worth **100 points or 4%** of the total score. Each maintenance team will take a written test consisting of fifty (50) questions. Each question is worth two (2) points with a maximum score of one hundred (100). This score will be included in the overall tabulation. The team will work together on the test. Teams will have forty-five (45) minutes to complete the test.

**Tiebreaker:** 1st Tiebreaker: Fastest time to complete the test. 2nd Tiebreaker: The best score on the ten (10) most difficult questions identified by FDOT.
VEHICLE INSPECTION
MAINTENANCE

Find and record 15 defects.

SCORING

DEFECTS

• Number of planted defects found: 
  (15 planted defects, 25 points each)  

BONUS

• All 15 defects found within seven minute time frame  
  □ YES  
  □ NO  
  (If Yes, add bonus)

PENALTY

• Number of items NOT returned to original condition  
  (I.e. compartment doors, lights, windows, etc. 10 points each)

TIEBREAKER; Second tiebreaker
Number of tiebreaker defects found

DISQUALIFICATION

ATTEMPTED TO START THE VEHICLE-CHECK IF APPLICABLE  

425 Possible Points

ELAPSED TIME: Primary tiebreaker
MINUTES___________________SECONDS: ________________

JUDGE’S NAME: ___________________________ INITIALS: __________________
EVENT EXPERT’S NAME: ________________________ INITIALS: __________________
SCORE RET QC: ___________ OVERALL SCORE QC: ___________ FINAL SCORE QC: ___________
CUMMINS POWERTRAIN
MAINTENANCE

Find and record 7 defects.

SCORING

DEFECTS

- Number of planted defects found:
  (7 planted defects, 50 points each)

BONUS

- All 7 defects found within ten minute time frame;
  engine starts and runs at 700 RPM

  YES ☐ NO ☐

  (If Yes, add bonus)

PENALTY

- Engine not in operational condition
- Revving engine with valve covers off
- Safety violation
- Improper use of test equipment

SCOREKEEPERS CALCULATIONS

X 50

+ 100

(Enter 0 or 100)

ELAPSED TIME TO COMPLETE EVENT: Primary tiebreaker

MINUTES_________ SECONDS: ________________

ENGINE START DEFECT REPAIRED: Second tiebreaker

YES ☐ NO ☐

ELAPSED TIME TO START ENGINE: Third tiebreaker

MINUTES_________ SECONDS: ________________

450 Possible Points

Points Earned Points Deducted Points Final

(Not less than 0)

JUDGE’S NAME: ___________________________ INITIALS: ________________

EVENT EXPERT’S NAME: ___________________________ INITIALS: ________________

SCORE RET QC: ________________ OVERALL SCORE QC: ________________ FINAL SCORE QC: ________________
AIR BRAKE BOARD-PART 1
MAINTENANCE

Successfully diagnose Air Brake System Electrical/Pneumatics

SCORING

1. White #81-16
2. Red
3. Gray #A4-14
4. Brown #71-16
5. Purple #A19A-12
6. Yellow #A12-16
7. Brown #A128A-16
8. Blue #A22-12

Number of bonus defects found

(Must find all eight to receive bonus)

ELAPSED TIME PART 1:
MINUTES: _______________ SECONDS: _______________

JUDGE'S NAME: ___________________________________ INITIALS: _______________________
EVENT EXPERT'S NAME: ____________________________ INITIALS: _______________________
SCORE RET QC: ______________ OVERALL SCORE QC: ___________ FINAL SCORE QC: ___________
AIR BRAKE BOARD-PART 2
MAINTENANCE

Find and record 6 defects.
Successfully diagnose Air Brake System Electrical/Pneumatics

SCORING

PART 1-BONUS

• Successful diagnosis of Air Brake System Electrical/Pneumatics
  YES ☐ NO ☐
  (If Yes, add bonus)

PART 2-DEFECTS

• Number of planted defects found: ________
  (6 planted defects, 50 points each)

PENALTY

• Misuse of diagnostic/test equipment ________
• Air board not returned to original configuration ________
• Safety violation ________

SCOREKEEPERS CALCULATIONS

+ 50 ________
  (Enter 0 or 50)

X 50 ________

X 10 ________
  (If None, Enter 0)

X 10 ________
  (If None, Enter 0)

X 10 ________
  (If None, Enter 0)

350 Possible Points

Points Earned Points Deducted Final Score
(Not less than 0)

OVERALL ELAPSED TIME:

MINUTES __________________ SECONDS: ________________

JUDGE’S NAME: ______________________________ INITIALS: __________
EVENT EXPERT’S NAME: __________________________ INITIALS: __________
SCORE RET QC: __________ OVERALL SCORE QC: __________ FINAL SCORE QC: __________
Find and record 6 defects.

**SCORING**

**DEFECTS**

- Number of planted defects found: _____
  (6 planted defects, 50 points each)

**BONUS; Second tiebreaker**

- Record and correct the “no start” defect
  YES ☐ NO ☐
  (if Yes, add bonus)

**PENALTY**

- Improper use of equipment / safety violation: _____
- Misuse of diagnostic or test equipment: _____

**ELAPSED TIME TO COMPLETE EVENT: Primary tiebreaker**

**SCOREKEEPERS CALCULATIONS**

\[ \text{POINTS} = \text{X} \times 50 + \text{X} \times 20 + \text{X} \times 10 \]

50 Possible Points

\[ \text{Points Earned} - \text{Points Deducted} = \text{Final Score} \]

\[ (\text{Not less than 0}) \]

JUDGE’S NAME: ____________________________ INITIALS: __________________________

EVENT EXPERT’S NAME: ____________________________ INITIALS: __________________________

SCORE RET QC: _______________ OVERALL SCORE QC: _______________ FINAL SCORE QC: _______________
THERMO-KING A/C
MAINTENANCE

Find and record 6 defects.

SCORING

PART 1: CODES

• Accurate retrieval and definition of the IntelligAIRE code
  (If Yes, add bonus, also use as second tiebreaker)

PART 2: DEFECTS

• Number of planted defects found:
  (6 planted defects, 50 points each)

PENALTY

• Tools not returned prior to crossing the finish line
• System not returned to original status
• Safety violation

ELAPSED TIME TOTAL EVENT: Primary tiebreaker

MINUTES______________ SECONDS: ______________

ELAPSED TIMETO COMPLET PART 1: Third tiebreaker

MINUTES______________ SECONDS: ______________

SCOREKEEPERS

CALCULATIONS

+ 50 _________
(Enter 0 or 50)

X 50 _________

X 10 _________
(If None, Enter 0)

X 10 _________
(If None, Enter 0)

X 10 _________
(If None, Enter 0)

350 Possible Points

--- =

JUDGE

ELAPSED TIMETO COMPLET PART 1: Third tiebreaker

MINUTES______________ SECONDS: ______________

TEAM NUMBER

SCORE RET QC: ______________ OVERALL SCORE QC: ______________ FINAL SCORE QC: ______________
VAPOOR DOOR
MAINTENANCE

Find and record 7 defects.

SCORING

DEFECTS

• Number of planted defects found: ________
  (7 planted defects, 50 points each)

PENALTY

• Improper use of tools / test equipment ________
• Safety Violations (ten points each) ________

SCOREKEEPERS CALCULATIONS

X 50 ________
X 10 (If None, Enter 0) ________
X 10 (If None, Enter 0) ________

350 Possible Points

ELAPSED TIME: Tiebreaker

MINUTES __________ SECONDS: __________

Points Earned Points Deducted Final Score
(Not less than 0)

JUDGE’S NAME: ___________________________ INITIALS: ___________________________
EVENT EXPERT’S NAME: ___________________________ INITIALS: ___________________________
SCORE RET QC: __________ OVERALL SCORE QC: __________ FINAL SCORE QC: __________
MAINTENANCE EVENTS (Paratransit)

There are four events in which a Paratransit Technician will compete: Bus Inspection, Wheelchair Lift, Air Conditioning and Written Test.

PARTRANSIT BUS INSPECTION (TECHNICIAN)

This event is worth **300 points with a possible bonus of fifty (50) points or 33%** of the total score. Twelve (12) equipment related defects are planted on or in a bus that would make a bus operationally unready. Defects are of a type that a mechanic might find during a minor maintenance inspection, including items listed in F.A.C. 14-90. Defects will be those that do not require the bus to be started or require the contestant to crawl under the bus. Technicians will not be allowed to have a checklist of defects to refer to during the competition. Eligible defects could include broken, loose, bad, missing, or incorrect: seats, all type of lights, all windows, stanchions, flooring, destination sign, door engine, fire extinguisher, windshield, wipers, mirrors, license plate, and/or dipsticks. Ineligible defects include defects under the bus, exterior body damage, paint problems, fluid leaks such as oil, water, fuel, etc., will not be considered as defects. Equipment where multiple defects are possible will be counted only once (i.e., seats, windows, and lights). A general location must be given and must identify multiple equipment defects (i.e., left side #1 window, right-front-side directional light). Front and rear windows, headlights, taillights, brake lights, mirror, and turn signals, will each count as separate defects. **The technician will be provided with the necessary clipboards, paper, pencils, tools, and test equipment.**

**Time:** The technician will be allotted seven (7) minutes to inspect, locate, identify and legibly record any defects found. Abbreviations used in the shop are allowed as long as they are understandable to the judges. Time warning will be given to the team at the two (2) minute, one (1) minute, and thirty (30) second time marks. Recording defects and securing doors will not be allowed after time has elapsed. A technician can stop before the time has elapsed and say “I’m finished”. The clock will then be stopped and the time recorded for tiebreaker purposes.

**Scoring:** Points will be given for only the recorded defects that were planted by the judges. Defects that are found that have not been planted will have no value. There is no limit to the number of defects the technician may submit. The judges will review the list of defects with each team for clarification upon completion of the event. Twenty-five (25) points will be awarded for each planted defect found with a maximum of three hundred (300) points plus any bonus earned. If a technician correctly identifies twelve (12) defects within the seven (7) minute time limit, a fifty (50) point bonus will be awarded.

**Penalties:** Any act of misconduct or critical safety violation, at the discretion of the event expert, may result in disqualification and from this portion of the competition and the team will receive zero points. Penalty points will be assessed if the bus is not returned to its original condition. Each item not returned to its original condition will constitute a loss of ten (10) points each. Some examples of these items would include, but are not limited to; the entrance door, exit door or compartment doors left in the wrong position and/or lights, switches, levers left in the on position. The total score attained in any case cannot be less than zero. Starting the bus constitutes a safety violation and will result in the team being disqualified from this portion of the competition. All other safety violations will result in a 10 point penalty per violation. The
inspection bus will be supplied with the necessary electrical power required to operate all of the systems being inspected.

**Tiebreaker:** In the event of a tie in the Bus Inspection, the total time taken to complete the event (fastest time) will be used as the primary tiebreaker. If teams are still tied after comparing the time to complete the event a second tiebreaker will be used. Prior to the beginning of the competition the judge will identify the 3 of the 12 planted defects, that best demonstrate the team’s attention to detail, to be used as tiebreaker defects. The number of tiebreaking defects found will be recorded on each team’s score sheet. A team can stop before seven (7) minutes and say “I’m finished”. The clock will then be stopped and the time recorded for tiebreaker purposes.

**A/C MODULE – ACC AIR CONDITIONING MODULE**

This event is worth **250 points with a possible bonus of fifty (50) points or 28.5%** of the total score. The equipment used for this event is ACC out of bus training module. The unit is a functional system.

Each time the unit is started, technician must announce the start of the unit. There will be a ten (10) minute time limit for this event and it will consist of two (2) parts.

Part One: Correctly identify and define the planted code in the Digital Control Module. A bonus of fifty (50) points will be awarded for the accurate retrieval and definition of the Digital Control Module code.

Part Two: The technician must inspect, locate, identify and record a legible list of the five (5) planted defects found and include the location where they are found. Defects will be mechanical in nature, but leakage of refrigerant or oil will not be considered a defect. Defects will be such that they do not require the system to be repaired or taken apart. Only the first five (5) defects will be counted. Points will be given only for those defects that were planted by the judges. No consideration will be given for listed defects that were not planted. Fifty (50) points will be awarded for each planted defect found. Abbreviations used in the shop or industry will be allowed as long as they can be understood by the judges. The judges will review the defect list with each technician for clarification only. This is done after the time limit is called. Time warnings will be given to the technician at two (2) minutes, one (1) minute and the thirty (30) second time mark. The technician will be supplied with a clipboard, paper and miscellaneous tools.

**Scoring:** Fifty (50) points are awarded for each of the five (5) planted defects found and a fifty (50) point bonus for the accurate retrieval and definition of the Digital Control Module code. Points will be given only for those five (5) defects that were planted by the judges. The technician must notify the judges when they are finished. Once notice is given, the technician may not list any additional defects or make additional corrections to the module.

**Penalties:** Any act of misconduct or critical safety violation, at the discretion of the event expert, may result in disqualification and from this portion of the competition and the team will receive zero points. A ten (10) point penalty will be assessed for each tool not return prior to crossing the finish line. A ten (10) point penalty will be assessed for each aspect of the system
not returned to original status. A possible ten (10) point safety penalty will be assessed for not each attempt to operate the system in an unsafe manner.

**Tiebreaker:** In the event of a tie in the A/C Module, the total time taken to complete the event (fastest time) will be used as the primary tiebreaker. The second tiebreaker is the technician that accurately completes Part 1. The third tiebreaker will be the fastest time to complete Part 1. A technician can stop before the time has elapsed and say “I’m finished”. The clock will then be stopped and the time recorded for tiebreaker purposes.

**WHEELCHAIR LIFT MODULE (PARATRANSIT)**
This event is worth **250 points with a possible bonus of fifty (50) points or 28.5%** of the total score. Five (5) defects will be planted on a wheelchair lift module, including one that does not allow the lift to operate at all. Defects are of a type that a technician might find during a minor maintenance inspection, including items listed in F.A.C. 14-90. The technician will need to run a complete cycle of the lift in order to locate all of the defects. The technician must record and identify each defect. Technicians will not be allowed to have a checklist of defects to refer to during the competition. Eligible defects could include broken, loose, bad, missing, or incorrect hardware, inoperable safety features and alignment or adjustment issues. The technician will be provided with the necessary clipboards, paper, pencils, tools, and test equipment.

**Time:** The technician will be allotted seven (7) minutes to inspect, locate, identify and legibly record any defects found. Abbreviations used in the shop are allowed as long as they are understandable to the judges. Time warning will be given to the technician at the two (2) minute, one (1) minute, and thirty (30) second time marks. Recording defects will not be allowed after time has elapsed. A technician can stop before the time has elapsed and say “I’m finished”. The clock will then be stopped and the time recorded for tiebreaker purposes.

**Scoring:** Points will be given for only the recorded defects that were planted by the judges. Defects that are found that have not been planted will have no value. There is no limit to the number of defects the technician may submit. The judges will review the list of defects with each team for clarification upon completion of the event. Fifty (50) points will be awarded for each planted defect found with a maximum of two hundred fifty (250) points plus any Bonus earned. If a technician correctly identifies all five (5) defects within the seven (7) minute time limit, a fifty (50) point Bonus will be awarded.

**Penalties:** Any act of misconduct or critical safety violation, at the discretion of the event expert, may result in disqualification and from this portion of the competition and the team will receive zero points. A ten (10) point penalty will be assessed for each tool not returned prior to crossing the finish line. A ten (10) point penalty will be assessed for each aspect of the system not returned to its original status. A possible ten (10) point safety penalty will be assessed for each attempt to operate the system in an unsafe manner.

**Tiebreaker:** In the event of a tie in the Wheelchair Lift Module, the total time taken to complete the event (fastest time) will be used as the primary tiebreaker. The second tiebreaker is the technician who finds and corrects the “no-operation” defect. The third tiebreaker will be fastest time for finding and correcting the “no operation” defect.
WRITTEN TEST
This event is worth 100 points or 10% of the total score. Each maintenance team will take a written test consisting of fifty (50) questions. Each question is worth two (2) points with a maximum score of one hundred (100). This score will be included in the overall tabulation. The team will work together on the test. Teams will have forty-five (45) minutes to complete the test.

**Tiebreaker:** 1st **Tiebreaker:** Fastest time to complete the test. 2nd **Tiebreaker:** The best score on the ten (10) most difficult questions identified by FDOT.
VEHICLE INSPECTION
PARATRANSIT MAINTENANCE

Find and record 12 defects.

SCORING

DEFECTS

• Number of planted defects found:
  (12 planted defects, 25 points each)

TIEBREAKERS (Second Tiebreaker)

• Number of tiebreakers found

BONUS

• All 12 defects found within seven minute time frame
  □ YES
  □ NO
  (If Yes, add bonus)

PENALTY

• Number of items NOT returned to original condition
  (i.e. compartment doors, lights, windows, etc. 10 points each)

• Safety Violations

DISQUALIFICATION

ATTEMPTED TO START THE VEHICLE-CHECK IF APPLICABLE

ELAPSED TIME: Primary Tiebreaker

MINUTES ________________ SECONDS: ________________

SCOREKEEPERS CALCULATIONS

X 25

+ 50

(Enter 0 or 50)

X 10

(If None, Enter 0)

X 10

(If None, Enter 0)

350 Possible Points

Points Earned Points Deducted Final Score
(Not less than 0)

JUDGE

ELAPSED TIME: Primary Tiebreaker

MINUTES ________________ SECONDS: ________________

JUDGE’S NAME: ________________________________________ INITIALS: __________________________

EVENT EXPERT’S NAME: ___________________________________ INITIALS: ________________________

SCORE RET QC: __________________ OVERALL SCORE QC: __________ FINAL SCORE QC: __________
ACC AIR CONDITIONING MODULE
PARATRANSIT MAINTENANCE

Find and record 5 defects.

SCORING

DEFECTS

- Number of planted defects found: ________
  (5 planted defects, 50 points each)

PART 1 BONUS

- Accurate retrieval and definition of the Digital Control Module code.
  (Second Tiebreaker, if needed) YES NO
  (Enter 0 or 50)

PENALTY

- Tools not returned prior to crossing the finish line ________
- System not returned to original status ________
- Operating System in an unsafe manner ________

ELAPSED TIME TO COMPLETE PART ONE: Third Tiebreaker

MINUTES ____________ SECONDS: ______________

ELAPSED TIME TO COMPLETE EVENT: Primary Tiebreaker

MINUTES ____________ SECONDS: ______________

300 Possible Points

Points Earned Points Deducted Final Score

JUDGE’S NAME: ______________________________________ INITIALS: ______________________
EVENT EXPERT’S NAME: ____________________________ INITIALS: ______________________
SCORE RET QC: ___________ OVERALL SCORE QC: ___________ FINAL SCORE QC: ___________
WHEELCHAIR LIFT MODULE
PARATRANSIT MAINTENANCE

Find and record 5 defects.

SCORING

DEFECTS

• Number of planted defects found:
  (5 planted defects, 50 points each)

BONUS

• Identified all 5 planted defects?

  YES ☐ NO ☐ (If Yes, add bonus)

PENALTY

• Tools not returned prior to crossing the finish line

• System not returned to original status

• Operating System in an unsafe manner

SCOREKEEPERS

CALCULATIONS

X 50

+ 50 (Enter 0 or 50)

IDENTIFY AND CORRECT “NO OPERATIONS” DEFECT: YES ☐ NO ☐
(Second Tiebreaker)

ELAPSED TIME TO IDENTIFY ‘NO OPERATION” DEFECT:
(Third Tiebreaker)
MINUTES ___________ SECONDS: ________________

ELAPSED TIME TO COMPETE EVENT: Primary Tiebreaker
MINUTES ___________ SECONDS: ________________

300 Possible Points

Points Earned Points Deducted Final Score
(Not less than 0)

JUDGE’S NAME: ____________________________ INITIALS: __________
EVENT EXPERT’S NAME: ____________________________ INITIALS: __________
SCORE RET QC: ___________ OVERALL SCORE QC: ___________ FINAL SCORE QC: ___________